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TRAINS
MAGAZINE

Jan.

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Time Telegrapher Girl

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WINTER 2000

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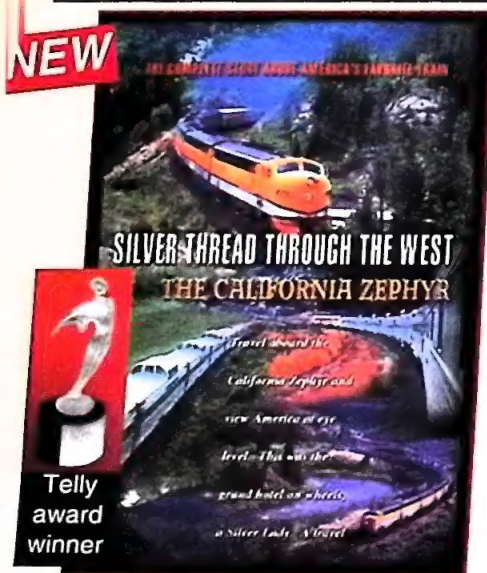
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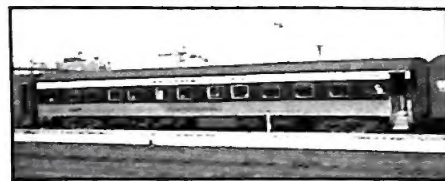
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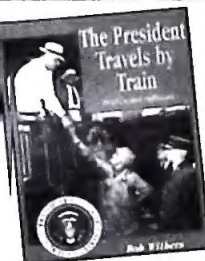
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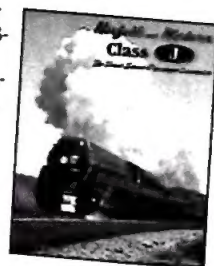
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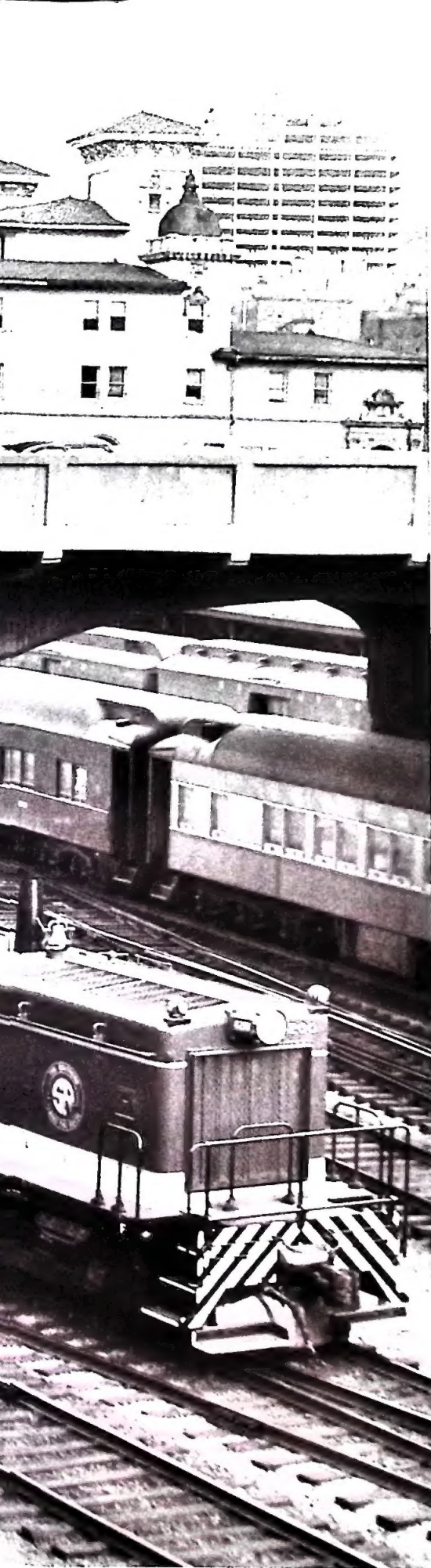
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ABOVE: Seaboard Air Line E units, a Southern SW7 switcher, and a variety of heavyweight cars mingle at Atlanta's Terminal Station in October 1954 (see page 46). J. Parker Lamb photo.



ClassicTrains

THE GOLDEN YEARS OF RAILROADING

WINTER 2000 • VOLUME 1 NUMBER 4

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ON THE COVER: One of Bessemer & Lake Erie's mammoth 2-10-4 Texas types pours it on near North Bessemer, Pa., as it rolls an 80-car ore train southward around 1950 (see page 24). Fred McLeod photo.

When things aren't what they seem



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CLASSIC TRAINS is published quarterly in February, May, August, and November. (ISSN 1527-0718) by Kalmbach Publishing Co. BN 12271 3209 RT. Canadian International Mail Products Agreement No. 1626701. POSTMASTER: Send address changes to CLASSIC TRAINS, Kalmbach Publishing Co., P.O. Box 1612, Waukesha, WI 53187-1612. Phone: (262) 796-8776.

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Single copy: \$5.95 U.S. Subscription rates: 1 year (4 issues), \$19.95; 2 years (8 issues), \$37.95; 3 years (12 issues), \$52.95. Canadian and foreign: 1 year (4 issues), \$26.00; 2 years (8 issues), \$50.00; 3 years (12 issues), \$72.00. Payable in U.S. funds drawn on U.S. bank (Canadian price includes GST.)

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AILROADING is full of surprises. Take our cover girl. With her clean lines—especially that classical, uncluttered face—would you pick Bessemer 634 as one of the most powerful 2-10-4's ever built? On appearances, you might rank Cen-

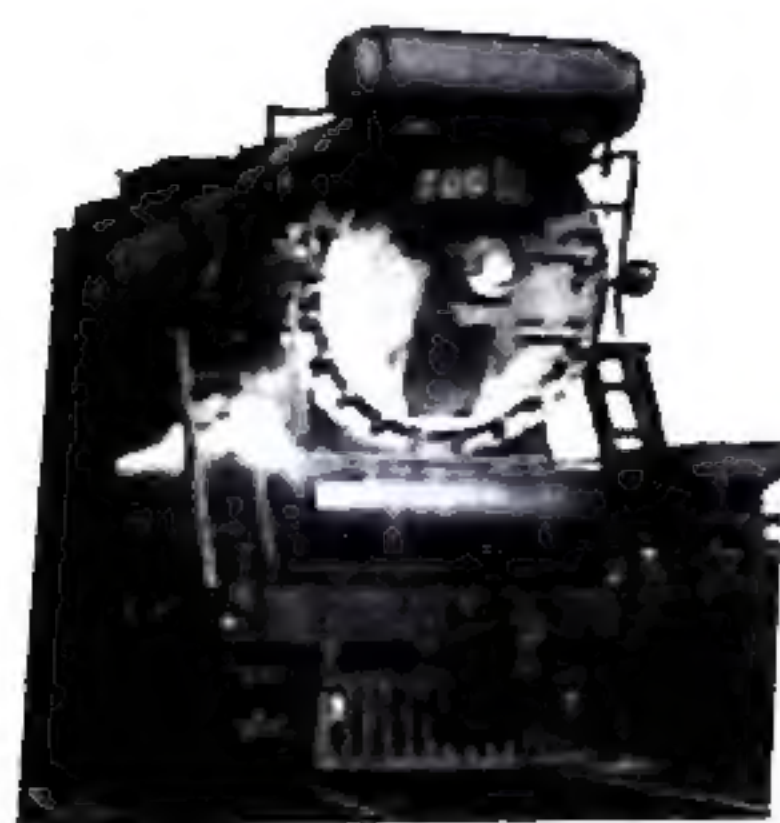
tral Vermont's fearsome-looking Texas types near the top. But the Bessemer H1's outweighed, and could out-pull, New England's largest engines by 20 percent. See page 24 for Bert Pennypacker's study of what made the big Texans tick.

A woman railroader in desolate Pilot, Nev., in 1944? The men on passing troop trains were surprised, too, as Dick Dorn relates on page 32. You've probably laughed at the Jack Benny radio gag about "Anaheim, Azusa, and Cuc . . . amonga"; after you read Curt Katz's story [page 78], it may never sound the same again. Likewise Mike Zega's piece about postwar advertising [page 82]; looking at all those optimistic passenger-train promotions, it's hard to believe the bottom was falling out of the business. Then there's this issue's "Bumping Post" [page 106]. Rock Island's Des Moines depot seems as unchanging as 4 feet 8½ inches, but the photo was in fact taken on the occasion of the modernization of the waiting room into a "reception room"—more functional, perhaps, but without the enduring charm.

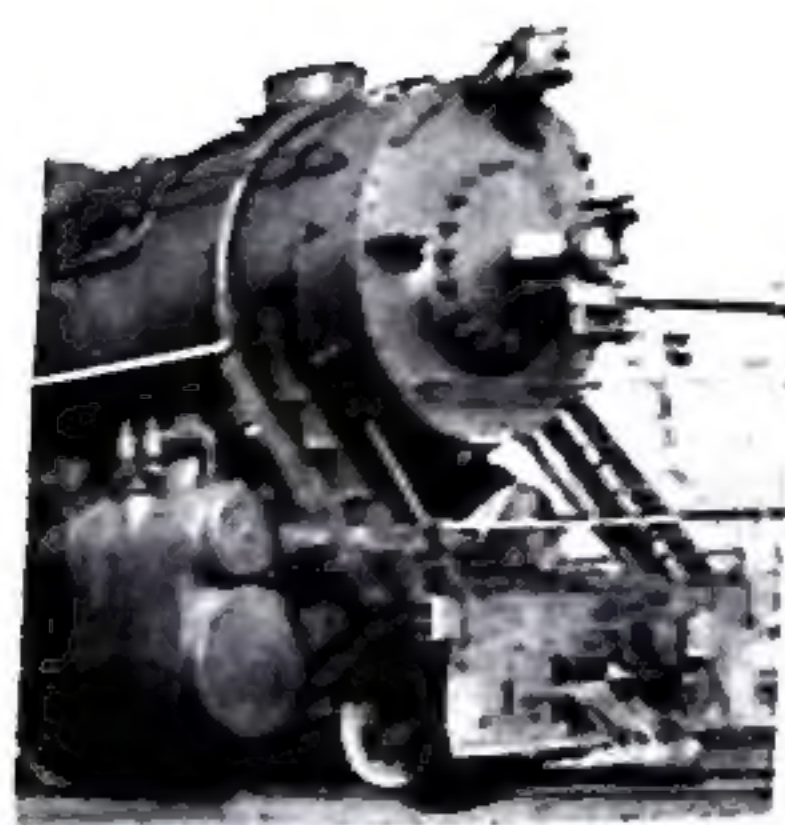
We'll admit to some surprise at the reaction to CLASSIC TRAINS' binding style. In response to your clear preference for the "saddle-stitching" used by most rail publications, we'll be changing to this style with the Spring 2001 issue.

Robert S. McGonigal
Robert S. McGonigal

Despite appearances, CV's 2-10-4's were no match for B&LE's H1's.



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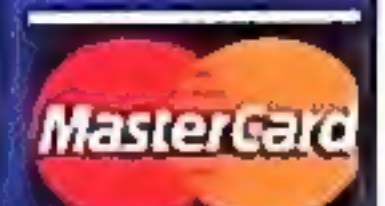
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Fast Mail

Long Beach, not Santa Ana

WHEN I RECEIVED the Fall issue of CLASSIC TRAINS, I opened it to the wonderful photo of the Santa Fe coal train with Alco RSD15's on Cajon Pass [pages 78-79]. I flipped a few pages and saw the picture of the Pacific Electric interurban cars [page 74]. Glancing down to the caption, I noted Santa Ana, Calif. (my hometown), as the place the photo was taken. My eyes jumped back to the picture and I realized that, no, this was not Santa Ana—there was never a forest of oil derricks around the city. A closer look indicates that the PE cars were on Ocean Boulevard in Long Beach.

It was nice to see the scene with the PE red cars and the accurate caption about PE service to Santa Ana. It would be great to see a picture of a PE train on Santa Ana's 4th Street in a future CLASSIC TRAINS.

Clifford Prather
Santa Ana, Calif.

Editor's note: See below, Mr. Prather. As many readers pointed out to us, the PE photo in the Fall issue was indeed taken in Long Beach, looking west along Ocean Boulevard, with the two cars in front of the PE station next to Lincoln Park. Longtime MODEL RAILROADER and

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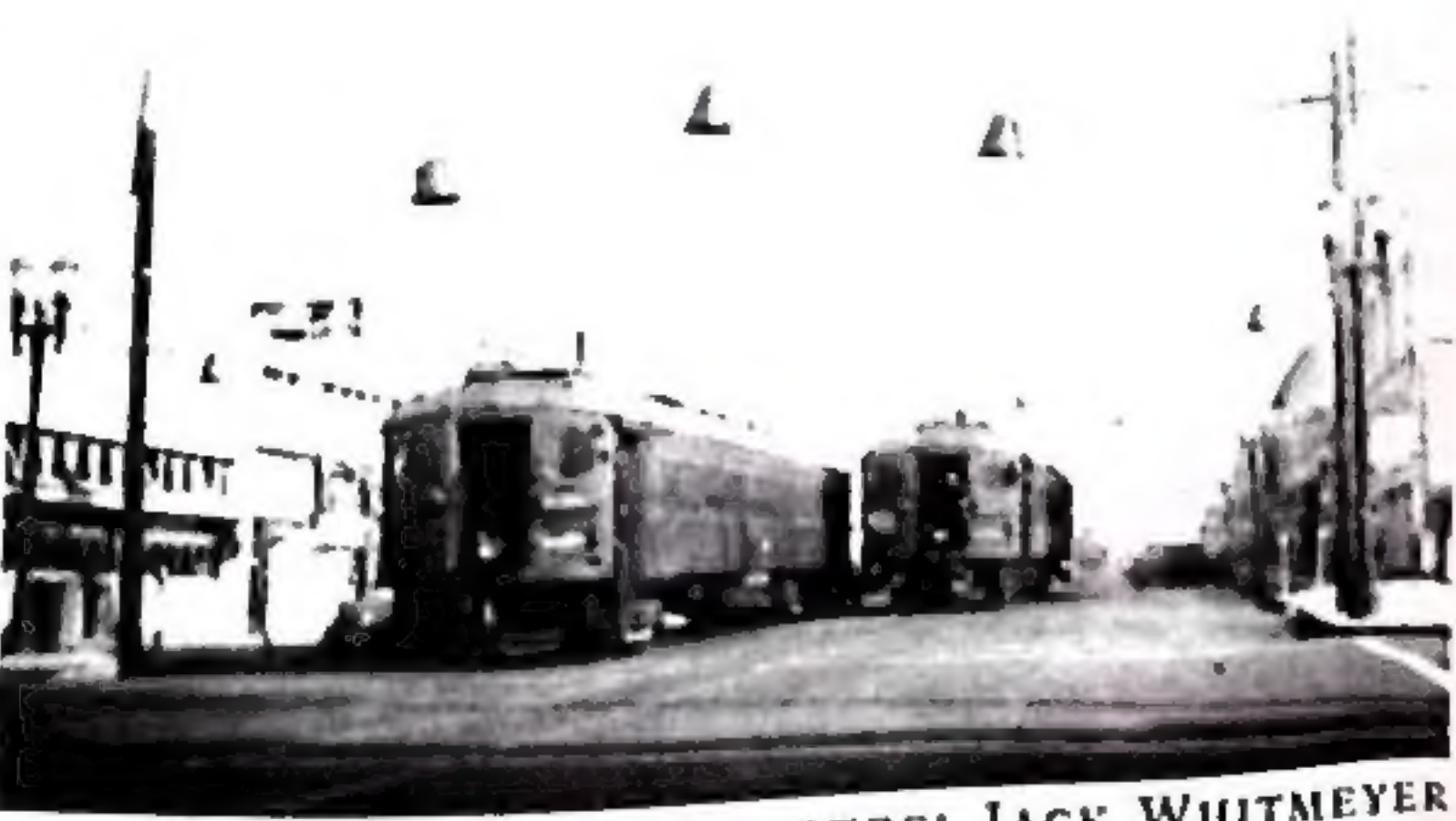
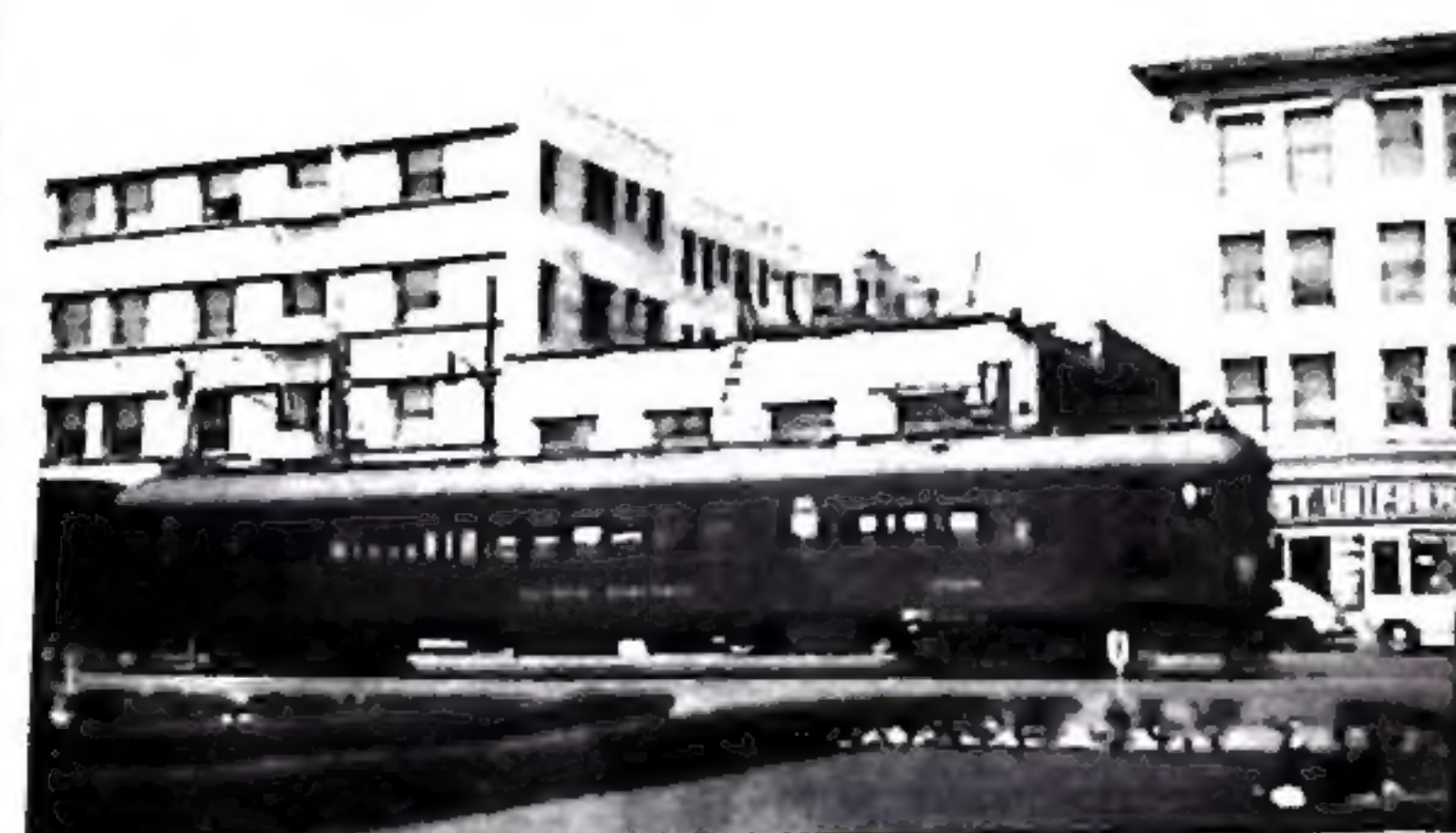


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TWO PHOTOS: JACK WHITMEYER

Long Beach (top): The buildings in the background may also be seen in the PE photo in our Fall issue. Santa Ana (bottom): In a December 1945 view east on 4th Street, PE trains 320 and 321 pass.

TRAINS staffer Linn Westcott, who took the photo, left a wonderful collection of color slides when he died in 1980. Alas, few of Linn's slides were labeled with location, date, or train information. For the record, Linn's photo of a PE car on page 35 of March 1985 *TRAINS* also was taken in Long Beach.—R.S.M.

Clover Leaf teamwork

MY STORY about the Nickel Plate's Clover Leaf District [pages 60-69, Fall] was originally written as a long sidebar for a *MODEL RAILROADER* article on my new NKP-based HO layout. Senior Editor Dave Ingles did an excellent job finding additional photos, many of them his own, and adding "color" and depth to the text that was originally intended to be simply a town-by-town description of the line. Good editors always contribute to articles, but in this case Dave did an exemplary job. Don Daily also responded to my 11th-hour pleas for first-person anecdotal material with his excellent piece featured in "The Way It Was" [pages 88-90]. Thanks, gentlemen!

*Tony Koester
Newton, N.J.*

Roth and Gruber: A winning combo

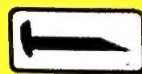
THE FALL ISSUE of *CLASSIC TRAINS* is undoubtedly the most soul-satisfying experience this railfan has ever had. The magazine had everything: First-rate photos, and the accompanying articles were just outstanding. Gordon Roth's shots [pages 50-59] are as good as I've ever seen, and these from a photographer I'd never heard of. And, as always, John Gruber's prose style in the Roth article is of the best. Thank you all for providing such pleasure.

*James D. Whitaker
Newport Beach, Calif.*

Midwestern memories

I ENJOYED the Fall issue, especially friend Dave Ingles' "Before There Were Tourist Lines" [pages 46-49], in which he kindly referred to my article on the East Jordan & Southern in the January 1962 *TRAINS*. In his interior shot of EJ&S combine No. 2 on page 49, those men are all crew members having lunch except the guy in the plaid shirt, me.

I don't know Bob Malinoski ["Spring



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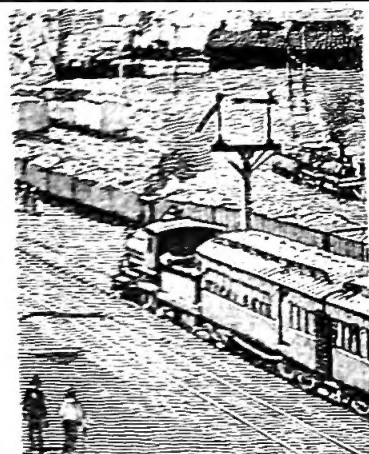
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Fast Mail

1953: A Midwestern Swing," pages 38-45], but it is really evident in his notes that he, as an Erie yardmaster, obviously paid attention to traffic flows. What really caught my eye was the fact that he had the consist and tonnage of train 492 of my favorite boyhood railroad, Grand Trunk Western. I thought the tower at Valparaiso, Ind., was just manned by a leverman, but this makes me think it was a dispatcher position, possibly controlling both ends of the single track using a mini-CTC. That would have meant he would have had a trainsheet and could give the consist data to his visitor.

I'm sure Dave, as well as I, both appreciate the *gold* (vs. later yellow) GTW F3 set on 492. Spring 1953 is later than I thought the original gold-leaf paint would hold up, and I suspect GTW continued to repaint with it (expensively) during Class 1 repairs, much later than I realized. It must have been a summer doldrums for traffic already when Malinoski visited, because even after GTW's 1954 GP9's came, on into 1956 when I was first aware, 492 was almost always steam-powered so the diesels could be used to hold down the train-miles by moving higher-tonnage jobs.

Jerry A. Pinkepank
Seattle, Wash.

Where were the big guys?

I JUST READ "Before There Were Tourist Lines." Of course I liked it, but beyond that there was one thread that stood out: There was not a single "name brand" locomotive on the three railroads mentioned. Steam was represented by Porter, Vulcan, and Pittsburgh; diesels by Whitcomb, Plymouth, and GE (a minor player until 1960). No Baldwin, Lima, or Alco, although Pittsburgh became a part of Alco—and we all know where GE is today.

Art Curren
Waukesha, Wis.

Smooth switching in Buffalo

FALL WAS EXCELLENT—I enjoyed the articles by Bob Malinoski and Gordon Lloyd ["Homage to a Jubilee," pages 32-37], and Bob Withers' outstanding B&O Wheeling piece ["When the B&O Ruled Wheeling," 22-31] in particular. Regarding NYC's bumps in the

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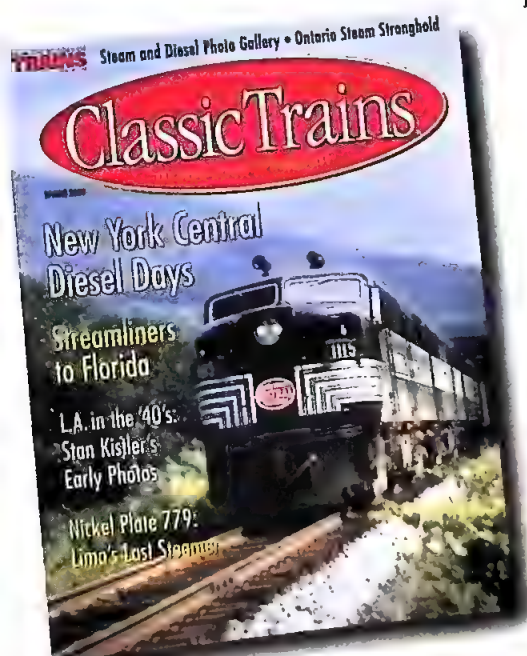
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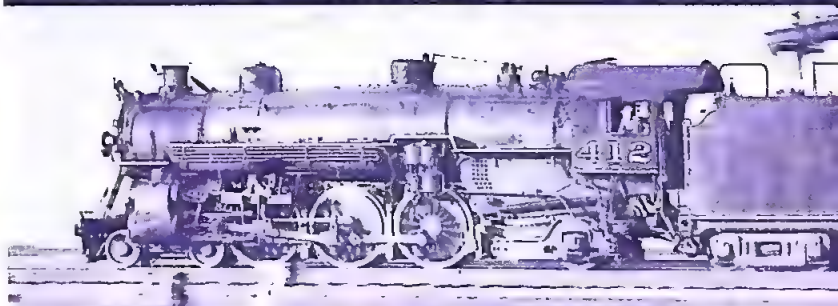
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Fast Mail

night at Buffalo recalled by Ted Shradly ["The Buffalo Switch," pages 95-96], I passed through several times in the 1960's, and was spared the rough switching. Even better, however, I have a memory of sitting in the rear-facing seat of the observation on the *Empire State Express* in the 1950's while a black NYC switcher coupled on as part of separating the Detroit cars from the Cleveland section. Smooth as silk! (And as a small boy, I probably would have been thrilled by—and remembered—anything more dynamic.)

George Hamlin
Fairfax, Va.

He's not afraid of ghosts

REGARDING "Railroad Ghosts" [pages 20-21, Fall]: Nice painting, Mr. Reid. Unfussy, good greens, solid. Thanks to CLASSIC TRAINS for showing it to us.

Ted Rose
Santa Fe, N.Mex.

Something to cry about

MICHAEL ZEGA's article in the Fall issue ["Tomorrow's Train . . . Today!" pages 80-85] jarred a long dormant memory for me. I grew up in Swissvale, Pa., near the main line of the Pennsylvania Railroad. On what was probably a Sunday, my parents took me to see Burlington's *Zephyr* during

Heaven is in Missouri

MY GRANDPARENTS lived on a farm east of Clarence, Mo., about a half mile from the old Burlington Route main line, between mileposts 55 and 56.

When I was a kid, in the late 1950's and early '60's, I spent countless days and nights there. On summer nights, my grandmother and I would walk up the gravel road to the tracks, then turn around and walk back to the house.

I remember while out walking one moonless night, beneath millions of stars, I asked my grandmother about heaven. She said she believed heaven was someplace on earth, someplace no one had ever seen or been to.

After reading "R.I.P. on the Q" [pages 90-91, Fall], it seems to me that my grandmother was closer to heaven than she knew.

Rod Bolin
Kansas City, Mo.

Eastern tour referred to by Mr. Mega. What I remember more than anything was that one of my fingers got caught between the door and the frame of our Studebaker as the door was closed. I recall that my view of the moving streamliner was clouded by the tears of a 3-year-old boy.

Richard L. George
North Huntingdon, Pa.

Mystery solved

BOB WITHERS' excellent article on the B&O in Wheeling, along with J. J. Young's evocative photography, solved a 50-year-old mystery for me. My father was a writer, and about 1950 he took the family to West Virginia while he was researching an article on coal-mining jobs. I was only 11 at the time but was already a confirmed railfan, and I well remember our staying in a hotel and being awakened in the middle of the night by the sounds of an approaching steam locomotive. I ran to our second-floor window, and was enthralled as a B&O Pacific and train rolled right down the street beneath me, with whistle blowing and its steam etched by city lights. I never forgot that dramatic sight, but I always wondered just where it had taken place. After reading Withers' article I now realize this had to be a night Pittsburgh train on 17th Street in Wheeling. Thanks for bringing back a great memory.

J. W. Swanberg
Branford, Conn.

Fall fixes

THE PHOTO at top of page 68 should have been credited to Willis McCaleb; the one on pages 60-61 shows an east-bound train. . . . The "Pendulum" car in the GN train [page 76] was built by Pacific Railway & Equipment, not ACF. . . . The big Wheeling snowstorm [pages 4 and 24] was in November, not December, 1950. . . . The upper right photo on page 24 was taken in November, not December, 1955. ■

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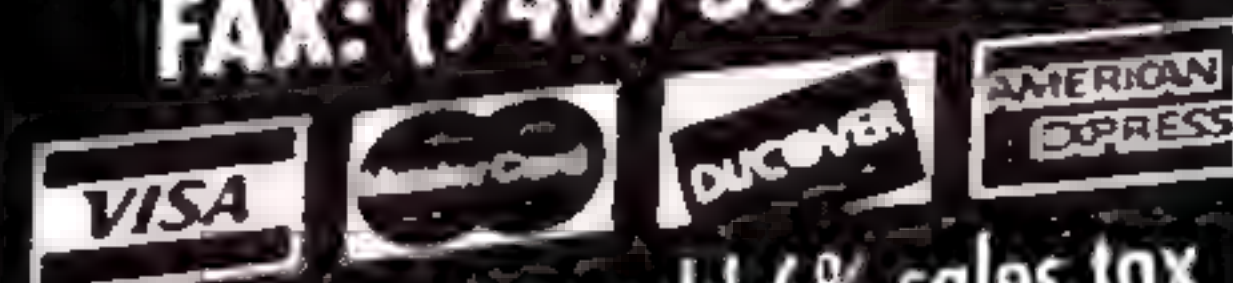
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Fallen Flags Remembered

WM: A latter-day love affair

LCO FA DIESELS first drew me to the Western Maryland Railway. The year was 1970, and—typical of the WM—the railroad was operating its four examples of these fetching cab units after they'd been retired almost everywhere else.

This is not to say the FA's (or anything else about the Western Maryland) was shoddy or threadbare. Quite the opposite, in fact. It was the road's traditionally first-class maintenance that had kept its diverse bunch of first-generation diesels in service into the 1970's. EMD Geeps, F3's, and F7's, even its two BL2's, along with Alco RS2's and 3's—these veterans still provided most of the horsepower for the railroad I first knew and quickly came to admire.

Looking back at it now, my love affair with the Western Maryland seems shockingly brief. By 1975, only five years after I first trekked to Williamsport Hill, just west of Hagerstown, Md., to catch the FA's in helper service, Chesie System had swallowed WM whole—quickly spitting out much of it by abandonment and transforming the rest.

There was much to like about the Western Maryland, a railroad at once compact and multifaceted, old-fashioned yet successful, efficient yet friendly. It ran through beautiful, rural coun-

Two decades before author Zimmemann came to know them, two of WM's four FA's assaulted Williamsport Hill with 57 cars September 4, 1951.



try. It was replete with the operating challenge of stiff grades requiring helpers—a challenge met to the end by lashing up considerable numbers of first-generation diesels.

Of all those virtues, perhaps "friendly" tops the list. Fans with proper credentials were welcome on the property. They were even welcome to ride the *locomotive cabs*, for heaven's sake—a priceless opportunity I seized more than

once. Setting the tone was George M. Leilich, WM's operations vice president from 1954 until the railroad's demise. A hard-nosed railroader with a reputation for being scrupulously

fair, Leilich signed many a fan's permission form over the years. Perhaps this came naturally, since he himself was an enthusiast—of the fascinating business of railroading, and of his own trim, proud, and personable railroad.

Though I didn't meet Leilich in person until after his retirement, when I was working with Roger Cook on a book about the WM, other railroaders had already shown me Western Maryland's fabled hospitality first-hand. For openers there was Owen Stanley, the operator ensconced in the bay of the gray clapboard office at Williamsport, Md., at the foot of its namesake hill. The genial Stanley, who retired in 1999 from CSX, was generous with information and instantly endeared himself to me by stopping the light helpers in front of the office so I could take a flash picture.

In subsequent months I visited with the loquacious Ace Farris, milker of snakes and relief operator then working at Parsons, W.Va. Later I encountered him at MY Tower, the railroad's hub at Ridgeley, W.Va., just across the Potomac River from Cumberland, Md. More often at MY I'd find Robert



STEVEN J. BENKOVITZ

By Karl Zimmermann

Shockey, the regular second-trick man. And I rode with engineers Russ Hile, Bert Weese, and Raymond Harris.

Western Maryland packed multiple personalities into its relatively short 835-mile length. Opened in 1859 as the Western Maryland Rail Road, it began as a regional carrier—what railroad didn't?—but grew over the next six decades into a significant Class 1 with two distinct functions: high-speed forwarder of "overhead" or "bridge" traffic and gutty coal-hauler, tapping primarily fields around Elkins, W.Va.

Key to the former function was the 86-mile Connellsville Extension, opened in 1912 and generally called simply the "New Line" right up until most of its



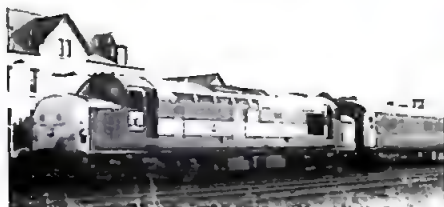
WILLIAM P. PRICE

One of WM's 12 M-2 4-6-4's helps a westbound Connellsville-bound freight around Helmstetter's Curve west of Cumberland in September 1951.

rails were lifted in 1975. It ran from Cumberland to Connellsville, Pa., where it connected with Pittsburgh & Lake Erie and Pittsburgh & West Virginia. The New Line, which eventually was CTC-equipped, would be a key link in the six-railroad Midwest-Northeast "Alphabet Route" of NKP-W&LE-P&WV-WM-RDG-CNJ (that's the Nickel Plate, Wheeling & Lake Erie, P&WV, WM, Reading, and Jersey Central). This coordinated route became known for expeditious forwarding of merchandise. Clerks routing heavy wartime traffic this way coined the nickname, being forced to write out the imposing string of initials. The nickname was formalized in 1955 when fast freights plying this route became "Alpha Jets."

WM stressed this side of its person-

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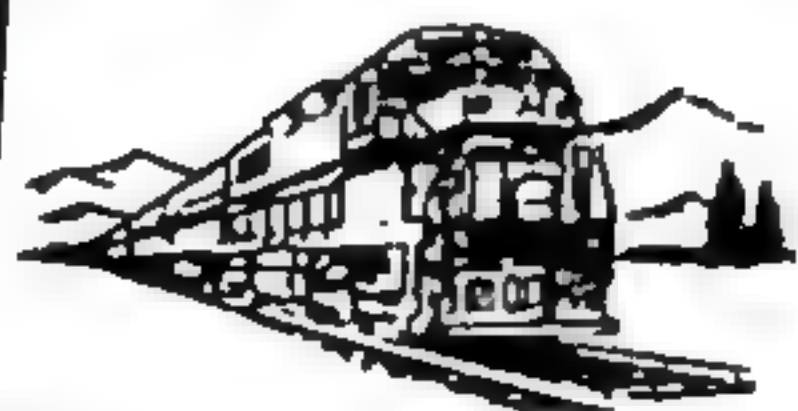
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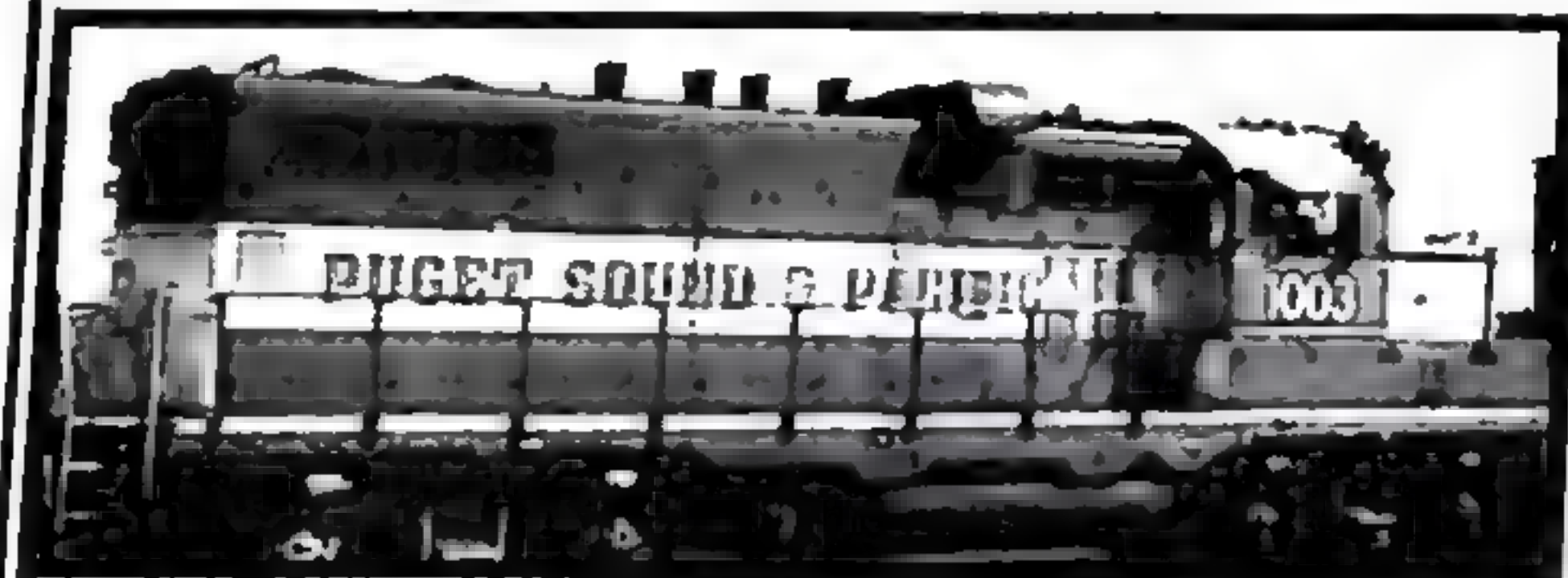
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Fallen Flags Remembered

ality with its "Fast Freight Line" monicker and graphics. First came the eye-catching "fireball" logo introduced in 1940 on the tenders of a dozen elegant 4-6-6-4's delivered by Baldwin, followed in the mid-'50's by the dramatic "speed lettering" that supplanted the fireball to become WM's final image. The steam-era WM, chronicled so well by photographer Bill Price and others, was before my time, as were some early WM diesels including Baldwin switchers and road-switchers. In the steam era, WM progressed from ever-heavier 2-8-0's and 30 2-10-0's through 25 2-8-8-2 Mallets and ultimately the Baldwin Challengers. WM also bought a dozen 4-8-4's, also from Baldwin, for the Alpha Jets in 1947; they were called Potomacs, not Northerns. WM's modest passenger trains were in the charge of immaculately maintained Pacifics. Today, an ex-Lake Superior & Ishpeming 2-8-0 from Michigan, used on the former WM main of tourist line Western Maryland Scenic, is dressed up as the fictitious WM 734 and looks credible.

Although I fancied the diesel Alpha Jets, particularly pounding up Williamsport Hill, strung across Salisbury Viaduct, or wrapped around Helmstetter's Curve (where 734 now steams), it was WM the coal-hauler that most captivated me. Substantial coal tonnage came off the Gray Secondary Track, a disconnected branch in Somerset County, Pa., and from a cluster of mines

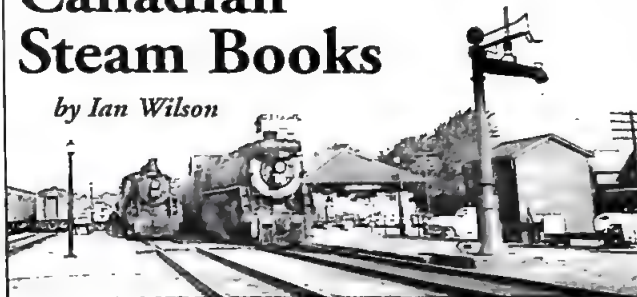


KARL ZIMMERMANN

In a view from the caboose, a quartet of WM red-white-and-black F7's switches their train at Hickory Creek on the Webster Springs line in 1972.

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around Chiefton, W.Va. (near Fairmont), all reached by trackage rights over B&O. But the real coal artery was the line southwest from Cumberland to Elkins, originally the West Virginia Central & Pittsburg. Here muscle was the name of the game, particularly on Black Fork Grade in scenic, remote Blackwater Canyon, with 10 miles of unrelieved 3.05 percent against loaded trains (and short stretches of 3.75 percent). The Elkins-Ridgeley East Local was generally a long string of oxide-red hoppers piled high with coal, plus a few pulpwood cars and wood-chip hoppers. Often it drew two sets of mid-train helpers, which when I visited in the '70's were mostly F's, as was the road power. Formerly, this had been Alco RS country.

Coal was gathered at Elkins from Hickory Lick, Bergoo, and Webster Springs on the Greenbrier, Cheat & Elk Subdivision and from the Belington Extension. (Other branches reached to Dailey and Durbin.) This was elemental railroading. It was also train-order railroading, which meant encounters with operators, who provided not only information about train movements (invaluable in those pre-scanner years), but also sociability and context. From WM men I learned the railroad's operating patterns, along with an appreciation for poor (but rich in humanity) Appalachia.

WM had still more personalities, including salty. At tidewater in Baltimore, the Port Covington terminal opened in 1904, providing for decades the all-important Atlantic outlet for coal, grain, and other commodities. This traffic generally moved over the Main Line Subdivision through Union Bridge, Md., once WM headquarters and today the home of the Western Maryland Historical Society. To the north, the "Dutch Line" fed traffic up to York, Pa. Hagerstown, where WM later had its general offices, was the hub for all this, with major classification facilities including a hump yard worked improbably late by the two BL2's tethered to slugs.

About the only thing the WM of my era didn't offer was scheduled passenger trains. Never much of a passenger road, WM discontinued its last modest offerings—coaches-only accommodation trains, bolstered by Railway Post Office revenue—in the 1950's. (The last

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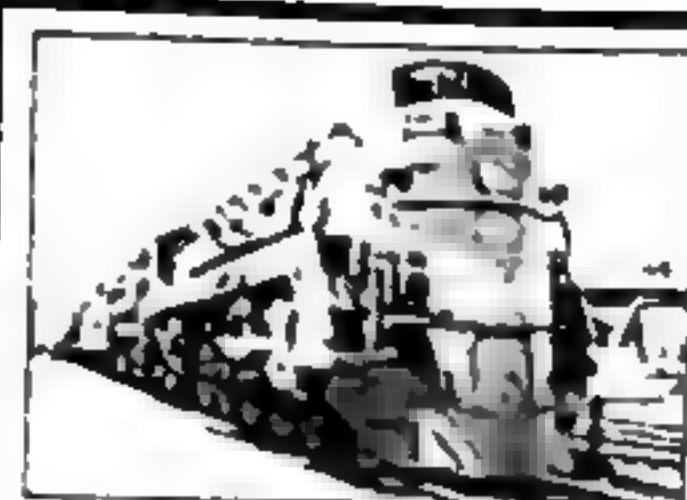
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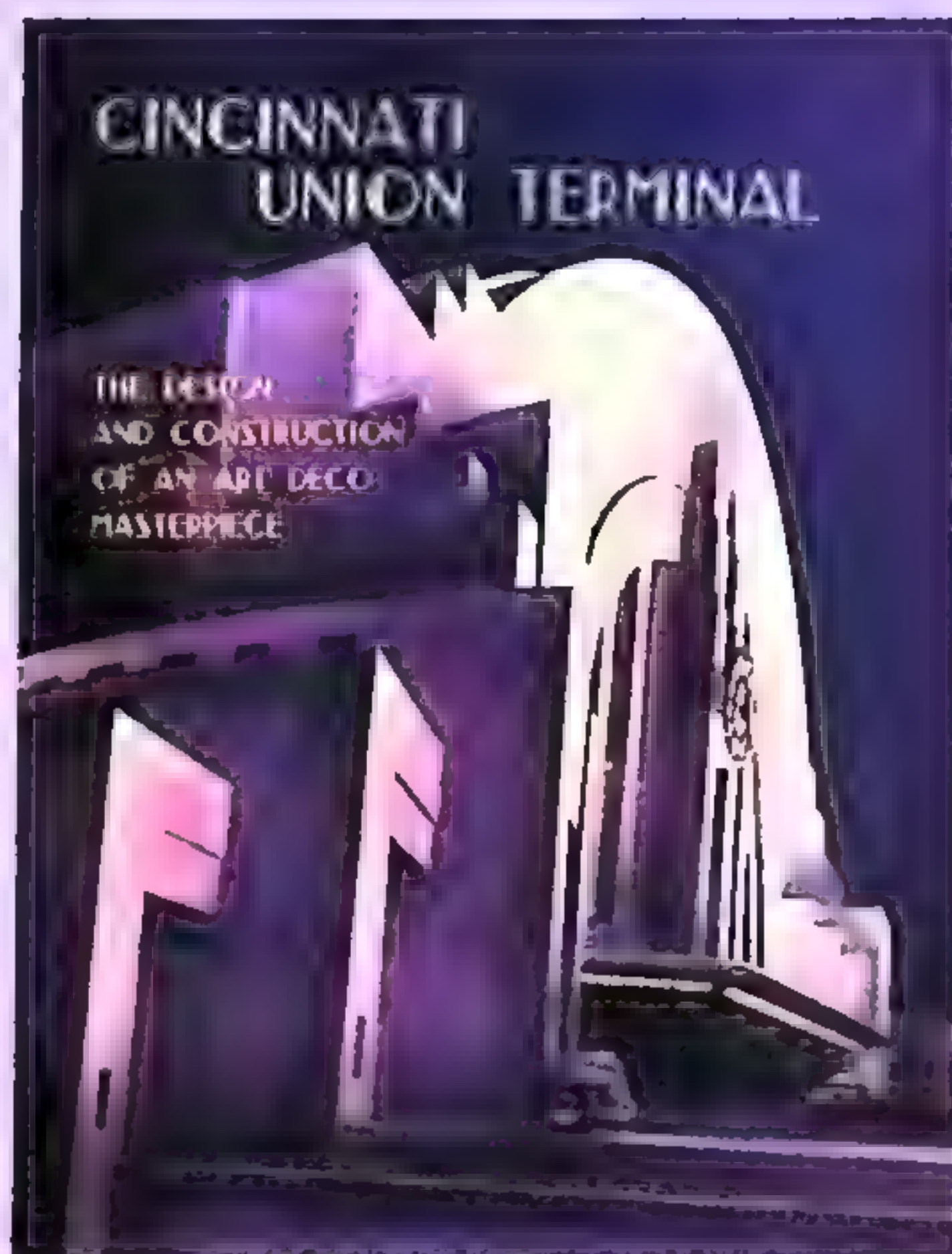
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Fallen Flags Remembered

pure passenger train was the Cumberland-Elkins local, dropped in January 1958; the Durbin-Elkins mixed lasted another 15 months.) WM's only venture into the long-distance, luxury passenger trade came with the opening of the Connellsville Extension, allowing WM to team with P&LE, Erie, and New York Central to offer overnight Baltimore-Chicago service—called, unimaginatively enough, the *Chicago Limited* and *Baltimore Limited*. These trains lasted but four years, coming off in 1917.

Sixty years later, most of the WM west of Hagerstown was gone, a disappearance that happened with breathtaking, heartbreaking speed. The die had been cast in 1967 when the Interstate Commerce Commission approved the Chesapeake & Ohio-Baltimore & Ohio bid to control WM. But "Chessification" of WM came in earnest in 1973, with operational changes plus a request to the ICC to abandon 125 miles of WM main between Hancock and Connellsville—all trackage parallel to the B&O's main line. Permission was granted two years later, and scrapping began immediately. Before long, the line north of Elkins through Blackwater Canyon was lifted, too. By the end of the decade, traces of the WM were almost as hard to find as a needle in a haystack. ■

KARL ZIMMERMANN, of Norwood, N.J., with Roger Cook wrote *The Western Maryland Railway: Fireballs and Black Diamonds* (Howell-North, 1981).

Western Maryland fact file

(comparative figures are for 1929 and 1982)

Route-miles: 878; 1152 (change reflects B&O trackage rights)

Locomotives: 259; 109

Passenger cars: 78; 0

Freight cars: 11,481; 6836

Headquarters city: Baltimore, Md.

Special interest group: Western Maryland Railway Historical Society, P.O. Box 395, Union Bridge, MD 21791; <http://trainweb.com/mvmra/wmrhs/index.htm>

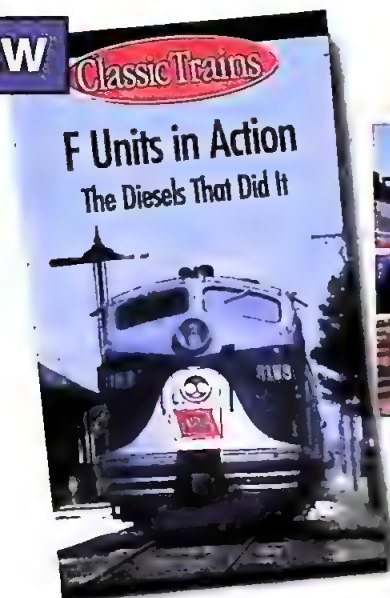
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Glory Days

A Zephyr she ain't



DICK RUMBOLZ PHOTO, DAN POPE COLLECTION

WHEN YOU'RE TALKING lightweight passenger trains, Electro-Motive Corp. plus Chicago, Burlington & Quincy equals a *Zephyr*, right? Not always, certainly not here at Savannah, Mo., in November 1956.

The exception to the rule is CB&Q 9845, seen about halfway through her 3½-hour, 104-mile, daily-

except Sunday run from Creston, Iowa, to St. Joseph, Mo. Yes, she's an EMC product (of 1928); yes, she's got BURLINGTON on her letterboard; yes, she even has RPO, baggage, and coach space, just like the *Pioneer Zephyr* herself. But the resemblance ends there. One look at 9845 and her delightfully prosaic surroundings tells you she ain't no *Zephyr*.—R.S.M.

Tough Texans of

Little Bessemer & Lake Erie once operated America's third-largest fleet of 2-10-4 type steam locomotives

By Bert Pennypacker

STANDING AGAINST A BACKDROP of Lake Erie's Conneaut (Ohio) harbor, where giant lakeboats were moored at piers laden with complicated unloading machinery, Bessemer & Lake Erie's sprawling yard teemed with activity. Filling the lakefront yard was a sea of red hopper cars carrying coal northward for loading into boats and iron ore southward for rail movement to the mills of Pittsburgh. Five decades and more ago, a frequent sight here was that of 100-car, 13,000-ton ore drags getting laboriously under way with three ponderous H1 class 2-10-4's. With one pulling and two pushing, the Texas types worked strenuously, climbing out of the Lake Erie basin up to Albion, Pa.

B&LE's fleet of 47 powerful 2-10-4's, the third-largest fleet in America (behind Pennsy's 125 and Texas & Pacific's 70), came to the road in seven groups built by Alco and Baldwin over 15 years from 1929 to 1944. They carried numbers 601-647 and were classified H1a through H1g. Aside from slight differences in weights, all featured standardized mechanical specifications which included 250 PSI steam pressure, 31x32-inch cylinders, 64-inch driving wheels, and a hefty tractive force of 96,700 pounds, with an additional 13,100 pounds produced by trailing-truck booster engines. With all this power came a handsome and rugged appearance, set off by the expansive flanks of huge tenders.

Coal and iron ore comprised three-quarters of the Bessemer's total traffic, and the monstrous 2-10-4's were well suited to the difficult task of moving these heavy commodities over major grades. Out of Conneaut, ore drags followed the valley of Conneaut Creek as they passed under lofty bridges that carried the parallel main lines of the Nickel Plate and New York Central, plus a highway. Beginning at an elevation of 572 feet above sea level at the lake, B&LE's tracks almost immediately hit an ascending grade of 0.9 percent, then an even 1.0 percent. The grade continued for 13 miles, gradually lessening as the line neared Albion, elevation 905 feet.

Albion was the site of the Bessemer's largest engine terminal, which included two roundhouses. One of these cared for engines running north to Conneaut and on the 24-mile branch to Erie, Pa. The other roundhouse handled power running south to the end of the line at North Bessemer, in Pittsburgh's northern suburbs. This unusual arrangement had evolved back in the days of 2-8-0 locomotives. In that era, the Conneaut-Albion hill was treated as a slow drag operation of greatly diminished tonnages. Upon reaching Albion, smaller trains were combined for movement southward. By the 1940's, a sufficient number of Texas types were on hand to permit full 13,000-ton trains to be lifted out of Conneaut, with three of these mighty beasts pulling and pushing.

Proceeding southward from Albion over B&LE's heavily built, double-track line, the 2-10-4's trudged confidently along with their massive loads. The gently undulating profile took advantage of valleys paralleling the mountains in its 126-mile route to North Bessemer, the north end of B&LE's U.S.-steel-owned cousin Union Railroad, which directly served

Bessemer H1d Texas type 627, built in 1937 by Alco, walks a southbound train up the .6 percent grade near Greenville, Pa., sometime in the 1940's. Out of view, another 2-10-4 lends a hand on the rear end of the 11,400-ton train.

B&LE

the Bessemer





B&LE

many of the steel mills in the Pittsburgh area. The relatively short 139-mile route from Conneaut to North Bessemer was indicative of the compact Bessemer, a Class 1 railroad with only 224 route-miles and 597 track-miles. But the road's tonnage figures were impressive—in 1940, it hauled 11 million tons of iron ore, all south, and 7.5 million tons of coal, mostly north. Moreover, B&LE's traffic mix showed a whopping 47 percent ore and 29 per-

No. 601, first of Bessemer's 2-10-4's, is seen in an official portrait. Note twin sand domes, and sand pipe for the trailing-truck booster. B&LE photo.

cent coal, vs. only 24 percent general freight. (One of a handful of "classic era" roads which has kept its name and route system, B&LE is still hauling mostly iron ore and coal between Lake Erie and the Pittsburgh area.)

B&LE's role as a major hauler of mineral freight was strongly emphasized by its fleet of 9353 hopper cars which represented 90 percent of its total car ownership. The average Bessemer hopper car boasted a capacity of 90 tons, employed clasp brakes on all wheels, and had a self-adjusting brake system that allowed for weight differences between empty and loaded cars.

An unidentified 2-10-4 rolls a limestone train over the pride of the B&LE's physical plant, the 2351-foot-long, 165-foot-high Allegheny River bridge.

Coal and ore traffic rode upon heavy-duty rail of 152 to 155 pounds per yard, with which the entire 139.5-mile Conneaut-North Bessemer main line was laid.

From 2-8-0's to 2-10-2's

In the first decade of the 20th century, the Bessemer's heaviest engines were 2-8-0 Consolidation types having 200 PSI steam pressure, 24x32-inch cylinders, 54-inch driving wheels, and





WAYNE BRUMBAUGH



Engine 647 (below) begins the hard climb up Conneaut Hill with an iron-ore train; smoke from two sisters pushing on the rear is visible beyond the Nickel Plate Road bridge. Nos. 602 and 628 (left) help a different train up the hill in 1950.



B&LE

63,829 pounds tractive force. Such small power could not begin to handle the steadily increasing coal and ore traffic, so in 1916 the railroad acquired from Baldwin 20 husky 2-10-2 Santa Fe types. Classified D1a and numbered 501-520, the 2-10-2's quickly became the backbone of the heavy tonnage work. They had rather small driving wheels of 60 inches diameter and a commendable tractive force of 85,680 pounds.

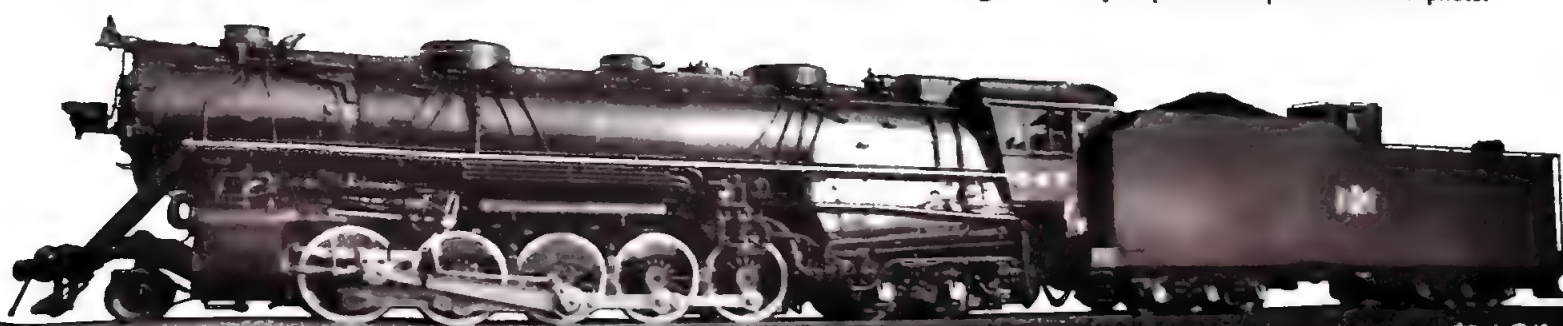
In 1919, B&LE acquired from Baldwin five more 2-10-2's. Built to USRA heavy 2-10-2 plans, class D2a (Nos. 521-525) had somewhat larger

driving wheels of 63 inches, but only 190 PSI steam pressure, which provided a relatively modest 73,829 pounds of tractive force. This gave B&LE a total fleet of 25 Santa Fe types, its only big drag freight power through the 1920's.

During the 2-8-0 and 2-10-2 era, the Bessemer made substantial improvements to the Conneaut Harbor ore-handling facilities. The first boatload of iron ore had arrived there as early as 1892 and, by 1896, the Pittsburgh, Bessemer & Lake Erie Railroad had completed its through route and become a part of Andrew Carnegie's

growing steel empire. A better way of transferring ore from a ship's hold to hopper cars came along in 1899 when George H. Hulett designed the amazing ore-handling machine that would bear his name. These steam-operated devices could move along the dock as their scooping arms dipped into a boat and came up with 15-ton bites. The Hulett's greatly increased the speed with which ore could be transferred from boat to shore.

No. 647, last-built of the B&LE Texas fleet, shows that few changes were made over the locomotives' 15-year production period. Baldwin photo.

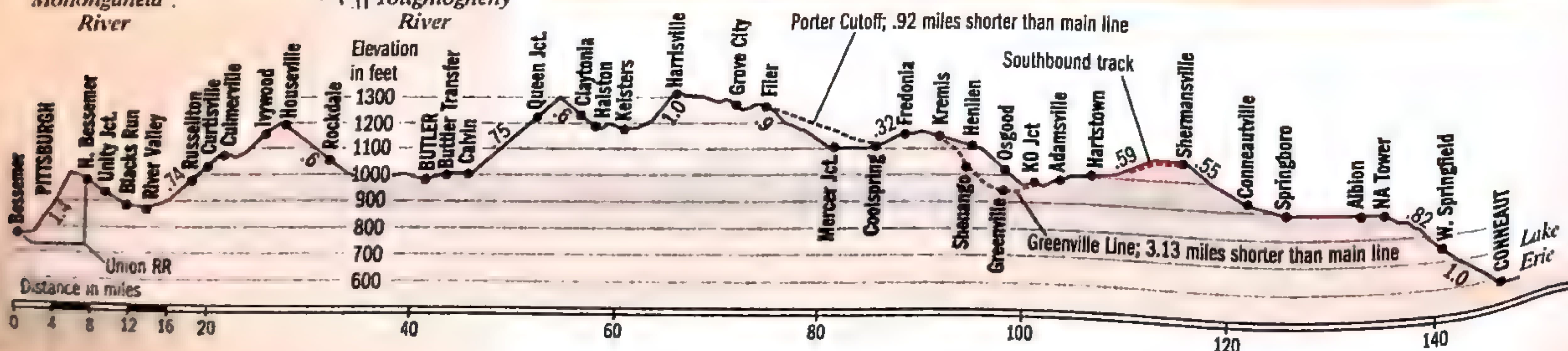




Where the Texas types toiled

4 2 0 4 8 12 miles

Not all lines shown
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CLASSIC TRAINS, Robert Wegner



The year 1901 saw two notable changes in company names as the PB&LE became the Bessemer & Lake Erie and Carnegie Steel assumed the new U.S. Steel Corp. identity.

On the lakes, the early years of the 20th century brought forth the really giant ore carrying lakeboats, with lengths of 500 to 640 feet and capacities ranging from 15,000 to 20,000 tons. To keep pace, unloading spaces at Conneaut Harbor were increased with four docks, and unloading times were cut to 10 hours for even the largest boats. This was achieved by replacing the four original steam-powered Hulett machines with five new electrically operated ones whose fast-moving scoops could come up with a 17-ton bite of ore every two minutes.

Since the Great Lakes shipping season lasted but eight months a year, approximately April 15 to December 15, a fair percentage of ore received at Conneaut was sent to ground storage scattered over vast nearby acreage to be shipped south later for winter use. In order to carry off a 20,000-ton boatload of ore, some 225 of B&LE's 90-ton hopper cars were required. Under 2-10-2 operation, this meant a bit more

than three trains of 70 cars each, with about 6300 net tons of the heavy mineral aboard each consist.

Throughout the 1920's, Bessemer's plodding 2-10-2's were adequate to handle the road's short-haul, high-volume mineral traffic. But elsewhere in the railroad industry, this decade was a time of great increases in locomotive sizes and capacities. So it was that two locomotive developments by Baldwin were destined to directly influence the designing of a giant 2-10-4 that became the successor to the Bessemer's Santa Fe types.

B&O and Burlington cousins

In 1923, Baldwin and Baltimore & Ohio mechanical engineers planned a truly heavy and powerful new 2-10-2 type having a weight of 426,511 pounds and a tractive force of 84,300 pounds. By 1926, Baldwin and Lima had built a combined fleet of 125 engines carrying B&O numbers 6100-6224 in classes S1 and S1a. They had 220 PSI steam pressure and 30x32 inch cylinders, with 64-inch driving wheels, somewhat unusual but previously used on B&O's fleet of 135 heavy Mikados in several Q4 classes.

Texas types compared

Railroad	AT&SF	B&LE	CPR	PRR
Class	5001	H1g	T1b	J1
Wheel arrangement	2-10-4	2-10-4	2-10-4	2-10-4
Road Nos.	5001-5005	638-647	5920-5929	6150-6174 6435-6474
Builder	Baldwin	Baldwin	Montreal	PRR
Years built	1938	1943-44	1938	1942-44
Cylinders (in.)	30x34	31x32	25x32	29x34
Driver dia. (in.)	74	64	63	70
Steam pressure (PSI)	310	250	285	270
Grate area (sq. ft.)	121.5	106.5	93.5	121.7
Heating surface (sq. ft.)	6075	5912	5054	6558
Superheaters	E-2675	E-2366	E-2032	E-2930
Total heating surface	8750	8278	7086	9498
Weight on drivers (lbs.)	371,680	372,277	309,900	377,800
Total weight (lbs.)	545,260	524,440	447,000	572,640
Tractive force (lbs.)	93,000	96,700	76,905	93,750
Tractive force, booster	None	13,100	12,000	15,000
Tender fuel capacity	23 tons	25 tons	5400 gal. (oil)	30 tons

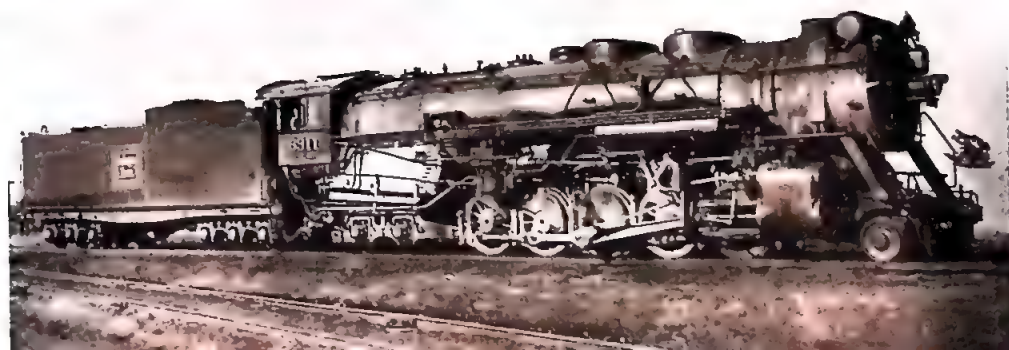
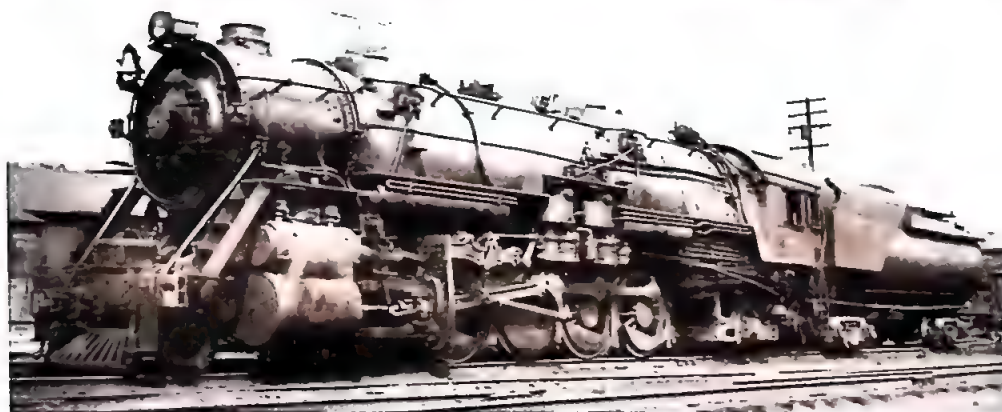
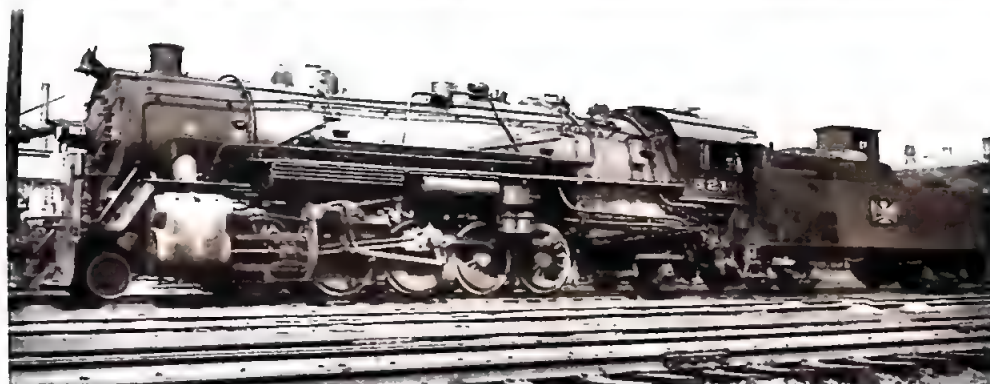
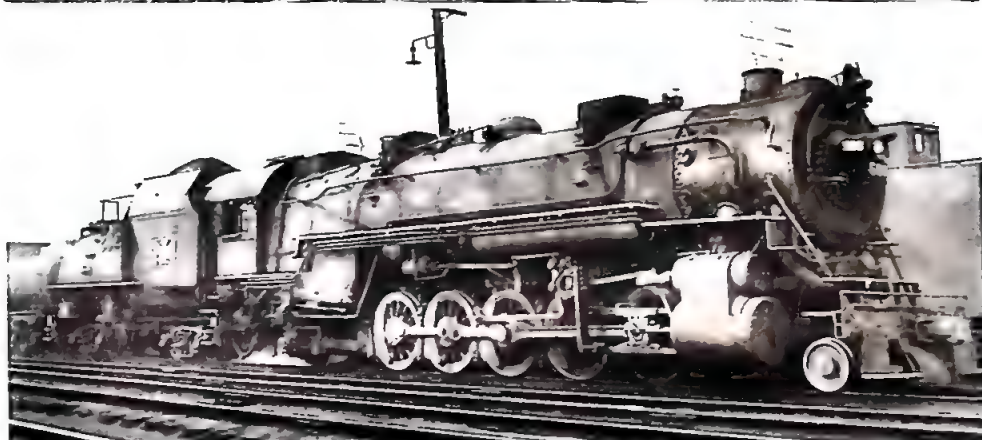
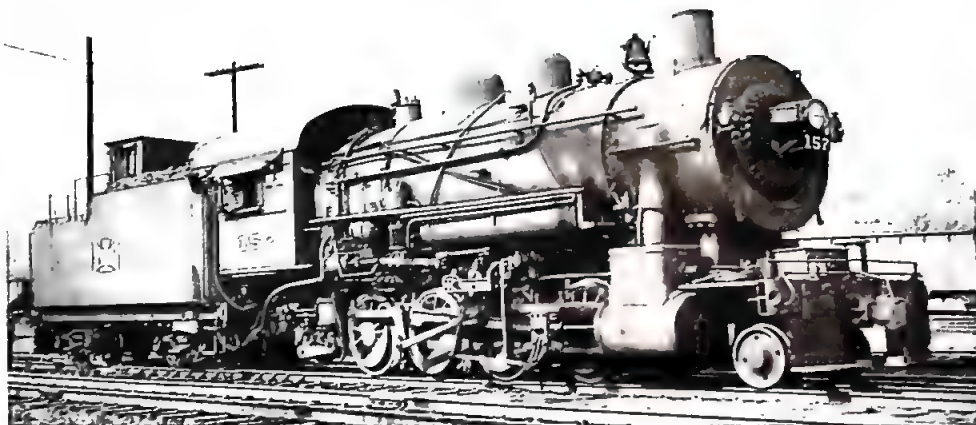
Following construction of the outstandingly successful B&O S1 fleet, Baldwin and the Burlington Route collaborated in 1927 on a new locomotive to replace CB&Q's aging 2-10-2's in coal service on the carrier's Beardstown Division linking Galesburg, Ill., with southern Illinois mines and Paducah, Ky. This, in effect, practically duplicated the coming needs for new heavy-duty power on the Bessemer.

In order to fill the Burlington's need for a heavy duty, two-cylindere design that would be superior to its 2-10-2's, Baldwin looked to the 2-10-4. This wheel arrangement had been introduced two years earlier by Lima and first built for the Texas & Pacific, which christened it the Texas type. Beginning with the basics of the B&O S1 design, Baldwin increased the boiler size and total engine weight by 86,000 pounds to reach a total figure of 512,110 pounds. Steam pressure rose by 30 PSI to the 250 mark, and cylinder diameter was increased by one inch to become 31 inches with the 32-inch stroke remaining unchanged. But the really interesting feature (and a clue to the whole design formula) came in the retention of those 64-inch drivers taken from previous B&O designs. The new Burlington class M4 of 1927 carried road numbers 6310-6321 and boasted a husky tractive force of 90,000 pounds. These engines did so well that Burlington in 1929 went back to Baldwin for five more M4's.

Also in 1929, Bessemer, looking for something better than its World War I-era 2-10-2's, ordered a single duplicate of the Burlington M4 class to evaluate the design. It became B&LE 601, class H1a, and had two changes, which brought a noticeable increase in hauling power. Steam cutoff in the cylinders was increased to provide a tractive force of 96,700 pounds, and a trailing-truck booster added an additional 13,100 pounds tractive force.

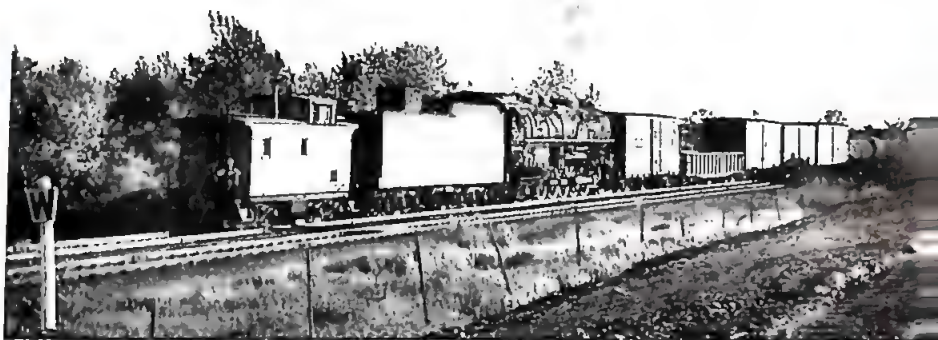
Since this particular 2-10-4 design had been selected because of its proven performance on the Burlington, the success of B&LE 601 was practically assured. Thus her trial runs were made in large part to determine tonnage ratings and average operating speeds. Indeed, No. 601 posted extremely favorable increases over what the lethargic D1a 2-10-2's could manage. Once the 601 had settled these operating

From top: B&LE replaced its turn-of-the-century 2-8-0's with 2-10-2's like D1a 508 and USRA-design D2a 521. B&O's S1 2-10-2's led to Burlington's 2-10-4's, the basis of B&LE's Texas types.

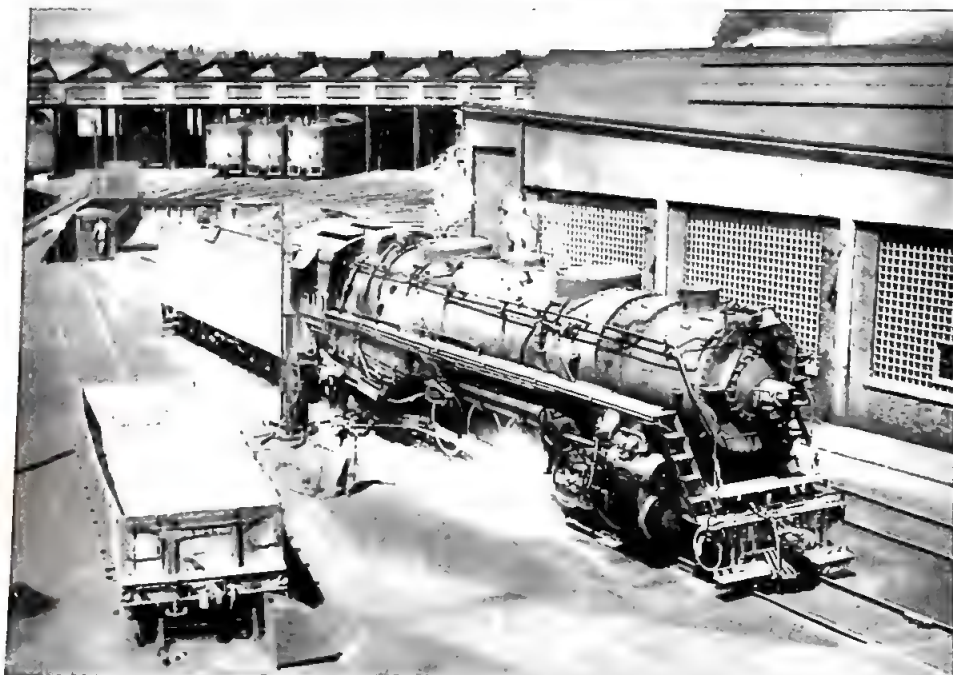


FIVE PHOTOS: HAROLD K. VOLLRATH COLLECTION

Among the 18 2-10-4's that went to the Missabe Road after B&LE dieselized were No. 621 (right), seen helping a freight up Minnesota's Proctor Hill as DM&IR 700 in May 1957, and 631 (DM&IR 710), being cleaned at the Proctor roundhouse.



BRUCE ME



W. G. FANCHER

details, Bessemer went to Baldwin for nine near-duplicates, delivered in 1930 as class H1b. The 2-10-4's gradually became Bessemer's standard coal and ore haulers, and the road acquired six more groups between 1936 and 1944.

Anatomy of the Texans

In presenting its mechanical description of B&LE class H1c locomotives, *Baldwin Magazine* first told about the water-heating properties of the large boilers and the overall power which was produced. The huge boiler could evaporate as much as 84,300 pounds (about 10,500 gallons) of water per hour and, with a steam pressure of 250 PSI and 250 degrees of superheat, the potential boiler horsepower was 4690. The boiler was of the straight-top, wagon-bottom type, its first course having an outside diameter of 92 inches and the last course next to the firebox had an outside diameter of 104 inches.

The room-size firebox of radially stayed construction had generous di-

mensions of 150 $\frac{1}{2}$ inches in length and 102 $\frac{1}{4}$ inches in width, with a grate area of 106.5 square feet. Its depth at the front was 95 $\frac{1}{2}$ inches and at the back, 76 $\frac{1}{4}$ inches. The combustion chamber extended 49 $\frac{1}{2}$ inches into the barrel of the boiler, and there were three thermic syphons, two in the firebox and one in the combustion chamber. An American firebrick arch was supported on two siphons and three 3 $\frac{1}{2}$ -inch tubes.

Cylinders were made of close-grained cast iron, each cast with a half saddle. Valve motion was actuated by Walschaerts gear designed for a maximum cutoff of 68.75 percent. Baldwin type T power reverse gear was applied to two H1c engines, 614 and 620, while the remaining eight were equipped with Franklin type E gear.

The locomotive underframe was of cast steel-bar construction bolted to back frame cradles, which were supplied by General Steel Castings Corp. Pedestal wedges were of steel, but the pedestal shoes were bronze. The

Alemite system of lubrication was applied to connecting rods, valve motion, driving spring rigging, crosshead wrist pins, travel lever work, expansion pins at front end of firebox, radial buffer mechanical lubricator mechanism, stoker gear case, and drawbar pin between engine and tender.

The 64-inch driving wheels were considered quite adequate to meet heavy-load and moderate-speed requirements encountered in B&LE service. Main drivers had Baldwin disc-type centers made by Standard Steel Works Co. from special Anchor high tensile steel. The frame of the pony truck was cast steel made by General Steel Castings Corp., while the wheels themselves were of wrought steel with a diameter of 33 inches. The four-wheel trailing truck of the Delta type also came from GSC, with cast steel wheels of the spoked center type having diameters of 36 inches. The truck was fitted with a Franklin limited cut-off booster used only at low speeds.

Brake equipment was Westinghouse American outside equalized and combined automatic straight air applied to all driving and tender wheels. This included Westinghouse Schedule 8ET with two 8 $\frac{1}{2}$ -inch cross-compound compressors (one on each side, under the running board) and American Foundation Schedule WU6BC. This somewhat complex braking system was employed to handle the extremely heavy train tonnages common on the Bessemer.

B&LE's biggest engines had big tenders with a capacity of 23,000 gallons and 25 tons of coal for a weight of 304,000 pounds when two-thirds loaded. Cor-Ten alloy steel plates and rolled shapes were used throughout the tender construction to fashion the welded water bottom underframe and entire body structure. The stoker engine was housed in a blocked-off compartment of the left water leg of the tank. Frames and bolsters of the six-

Sole survivor of Bessemer's 2-10-4 clan is No. 643, "the King." Stored indoors for most of its retirement, 643 is reported to be in excellent condition.

wheel trucks were of cast steel, while the wheels had a diameter of 33 inches. Mounted upon the water tank was a cabin for the head-end brakeman.

All of Bessemer's Baldwin 2-10-4's were delivered under their own steam as they ran from the Eddystone (Pa.) plant near Philadelphia via the PRR to reach the Bessemer at Butler, Pa. Their paint scheme was all black with aluminum leaf numbers on the cabs and the Bessemer name with rail-head emblem on the tenders. There were special times when certain engines appeared with white edging of their running boards and driving-wheel tires. Their overall appearance simply was big and husky, with boilers cluttered by piping and topped with two sand domes. But on the side of good esthetics, the left-hand running board was straight while the right one had two levels. The engines' classic front end featured a bell overhanging a centered headlight.

Short careers, and a sole survivor

The booming exhausts and massive stature of these powerful machines made an awesome spectacle as they trudged confidently through the hills and small towns of rural western Pennsylvania. As examples of their great size, just consider that the overall total heating surface of their monstrous boilers, including firebox, tubes, flues, and superheater, came to a whopping 8390 square feet, while the weight per driving axle amounted to 74,000 pounds. Moreover, the combined total weights of engine and tender came to 901,340 pounds, more than that of many articulateds. The B&LE Texans had a rigid driving-wheel base of 22 feet, 4 inches and, to get them around 13-degree curves, particularly on loop tracks at Conneaut, the rails there were spaced 4 feet, 9½ inches apart.

Tucked away in western Pennsylvania where they ran over a short route on a steel-company railroad that had strict rules against photography, the B&LE 2-10-4's labored in obscurity. Most had relatively short lives, thanks to Bessemer's early dieselization with Baldwin road-switchers and EMD F7's. The last 2-10-4 known to depart Conneaut was the 642, which, on November 26, 1952, pushed an ore drag headed by a four-unit diesel to Albion.

Not all the Bessemer Texans met an early end, though. In 1951, the road sold 18 of them to sister U.S. Steel car-



JOHN B. CORNS

Bessemer's family of Texans

Class	Road nos.	Builder, year	Weight (lbs.)	Tractive force
H1a	601	Baldwin, 1929	502,630	96,700
H1b	602-610	Baldwin, 1930	503,300	96,700
H1c	611-620	Baldwin, 1936	523,540	96,700
H1d	621-630	American, 1937	520,000	96,700
H1e	631-635	Baldwin, 1941	519,740	96,700
H1f	636-637	Baldwin, 1942	524,440	96,700
H1g	638-642	Baldwin, 1943	523,600	96,700
H1g	643-647	Baldwin, 1944	523,600	96,700

rier Duluth, Missabe & Iron Range in northern Minnesota. As DM&IR 700-717, they worked several more years. Moreover, the 643 was among three steamers saved by the B&LE and stored in the Greenville roundhouse (along with 2-8-0 154 and Union 0-10-2 604). The railroad exhibited the 643 occasionally throughout the 1960's, then sold it in 1983 to the Steel City Railway Historical Society, which now keeps it in a warehouse in McKees Rocks, Pa.

While plans to operate "the King," as some call it, have never come together, the engine is in excellent condition, thanks to regular maintenance and almost continuous indoor storage. **1**

BERT PENNYPACKER, 76, has written dozens of articles and books on steam locomotives. He lives in Philadelphia.

For more on Texas types, please visit our website: www.classictrainsmag.com

Maggie Mosher was a wartime telegrapher for Western Pacific in the desert

By Dick Dorr



A

S THE U.S. pressed further into World War II, railroads played a crucial role in carrying troops and war materiel across the country. Traffic volumes hit all-time highs. With so many men in the war effort, railroads turned to women to fill a variety of jobs previously held by men. One of these was telegrapher, and this is the story of one—Maggie Watson, an 18-year-old Texas woman who hired out with Western Pacific late in the war.

Maggie, born and raised in east Texas, moved to Dallas with her family as she was entering high school as her mother took a defense job with North American Aviation. Upon graduating from high school in May 1944, Maggie took a job with Western Union Telegraph. Her grandfather alerted her to a six-week telegrapher class being offered with a guaranteed job upon completion, and she signed up. After finishing

Maggie Watson, whose good looks had appealed to Pacific-bound servicemen passing through her WP desert station 4 years before, posed in front of Los Angeles Union Station in February 1948.

the class in four weeks, she was hired by Western Pacific and soon received in the mail a train ticket to Pilot, Nev.

Today 74 years old and living in Pomona, Calif., Maggie (now Maggie Mosher) tells her story in her own words:

WHEN THAT TICKET ARRIVED, I had no idea where Pilot, Nev., was, since it wasn't on any map we owned. I was only told that it was a small station. I boarded the train in Fort Worth, headed north to Denver, and then went west to Salt Lake City. At Salt Lake I climbed aboard a WP train and told the conductor I was going to work at Pilot, Nev.

The conductor replied, "Pilot, Nevada! You're going to work *there*?"

Since I knew nothing about Pilot, I proudly replied, "Yes!"

(Maggie would find out that Pilot is 17 miles west of Wendover, Utah, a town at the Nevada state line. Tucked up against the eastern flanks of the Pequop Mountains, Pilot was, at the time, the second passing siding west of Wendover. Pilot, she says, is a perfect representation of the classic description "out in the middle of nowhere." Pilot boasts

Serving the railroad in



ed no signs of civilization "other than the tracks and a lonely stretch of U.S. Highway 40 several miles away.")

I was a little shocked when I arrived in Pilot to find only four buildings and two other people living there. There was the small Spartan and immaculately clean station and three diminutive yellow houses for the telegraphers. Each house was furnished with a twin-size bed including linen bedding; an ancient chest of drawers; a closet with a few wire hangers; an oil-burning stove that was a Godsend during the cold winter days; a table with two chairs; a small refrigerator; and a storage cabinet for food dishes, pots, and pans. There was no bathroom, but there was a No. 3 galvanized tub along with a supply of towels and washcloths, a bucket to carry in water, a wash pan, and a mirror on the wall. We had no running water; the water was delivered periodically in small barrels by maintenance workers. The outhouse was located on the perimeter of our small "community."

There were three telegraphers assigned to Pilot, and all of us were women. The other two were older than I, in their 30's or early 40's. We each worked an 8-hour shift as telegrapher in the station. I worked the midnight shift from midnight to 8 a.m. We worked seven days a week with no days off. Once a month, two of us would split a shift so the third could get a day off. I cherished these days and would take a train to

town, which usually meant Salt Lake City (139 miles east via WP). When I did this, it was company policy that I ride up front with the engineer. On one trip I rode a steam locomotive west to Winnemucca. I was fascinated by all the gauges, levers, and valves in the cab. It all looked so complicated. I can still remember my impressions of steam engines and what amazing machines they were. The engineers always seemed to be so knowledgeable not only of their engine, but of the railroad as well.

The rest of my trips to Salt Lake City were in brand-new diesels. I would get a hotel room and take a real bath and wash my hair using all the hot water in the pipes! After that luxurious bath, I would head to my favorite restaurant for a good hot meal. If I was lucky, I could even grab a little sleep before catching the train back to Pilot.

Upon my first arrival, a large box of food was delivered with me on the train. After that, when we wanted something from the store, we made a list and gave it to the conductor on the local train, and the supplies would be delivered in a day or two. The men who worked on the trains, and also the men who maintained the tracks, took very good care of us. They would always want to know if we needed anything, and they showed the utmost respect for us as women.

During my stay at Pilot there was an unending parade of troop trains. Most of these carried men heading west to

board ships in California. My looks did create several letters from servicemen who wrote to me as the "pinup girl," or "the girl with the strawberry curls" at Pilot. They were sweet letters telling me of love at first sight, to wait for them, they would be coming home. These were lonely kids like me, heading off to war. I would answer the letters and tell them of my boyfriend already overseas, and that usually stopped a second letter. These are now sweet, sad memories.

The job of telegrapher required a good working knowledge of the railroad and the territory east and west of Pilot. We received train orders from the dispatcher in Salt Lake City over the telephone. We were required to know Morse code in case the phone lines went down. Orders were handwritten on either a green (Form 19) or yellow (Form 31) sheet of paper. We would neatly fold and tie them on a string which was attached to the Y-shaped train-order hoop.

The train-order signal was kept in the red position, and we'd set it to green if the train was to highball through without picking up orders. Getting the orders up to the train crews meant standing a certain distance from the track and bracing yourself for the pull or draft created by the passing train.

The desert desolation of Pilot, Nev., was no different at Ellison, 224 miles west, on July 5, 1940, when Guy Dunscomb photographed an eastbound WP freight from the rear of the *Exposition Flyer*.

the middle of

nowhere





NORMAN HOLMES

Green-and-yellow WP FT's, new during Maggie's tenure, meet at Reynard, Nev., in October 1951.

Living and working in Pilot gave me a new appreciation for nature. Nevada has spectacular sunrises and sunsets. Sunrises were especially intriguing since I was working, and I'd witness it every morning. Interestingly, though, I never did feel lonely during my stay at Pilot. The Nevada sky at night, pitch black even with the stars, was amazingly beautiful. The chill of the morning air, or a train's whistle intruding on the desert silence, are experiences I have treasured through the years, and they always remain fresh memories. Even though I worked at Pilot only a few short months, I loved my stay.

You would lean the second hoop against your hip, being ready to grab it to hand up to the rear of the train. Often passenger trains would require three sets of orders, for engineer, head brakeman, and conductor, and since they passed by at faster speeds, you had to be ready for each man. Train crews would be very upset if they missed an order, for then they would have to stop and walk the length of the train to read the other crew members' orders or come back into the station. When we issued a 31 order, trains were required to stop and the engineer had to come into the station and sign the order.

I can still visualize these huge steam locomotives charging right at me and my standing so close to the tracks. The sound was almost deafening as the trains thundered by. The other two women were very good with me when I arrived, showing me how and where to stand and not to be afraid. While I was at Pilot, a woman at another station was injured when she was struck by a loose metal band that was dragging in the train, so that incident was always in the back of my mind. We kept a sharp eye out for anything that might be hanging off the train as it passed.

Most embarrassing was to put your head down on the desk and doze off. This happened to me only once during my tenure as telegrapher. I was awakened by a gentle shake on my shoulder by an engineer. He told me it happened to everyone at one time or another, especially on the midnight shift. Out in Utah and Nevada, the trainmen's code word for this type of unnecessary delay was "sheep on the track."

There wasn't much time for socializing with the other women. With one of us working the station, a second sleeping, and the third cleaning, cooking, eating, or writing letters, there was little

spare time. We all did a lot of letter-writing since it was our only communication with people outside the railroad. You would also use the time to get exercise, and I remember several times looking at Pilot Peak across the valley and starting off on a hike. Pilot Peak rises 10,715 feet and is a lonely sentinel in the desert. Distances were very deceptive out there, though, and I never even made it to the bottom of the valley before it was time to head back. I count my blessings that I never ran into a rattlesnake on one of those walks.

We also had to wash and bathe as best as possible in the galvanized tubs, heating water on the oil-burning stove. We had no way to do laundry, so once a week we sent it off on the train, and it was returned in a day or two. Since we could not leave the station during our shift, we had to prepare a sack lunch to eat while we were on duty.

In the station was a Morse code keypad, which we would use to talk to another telegrapher down the line. There was a nice gentleman in Winnemucca who worked the same shift as I did, and we communicated quite often on the key. This gave us some practice in case the telephone lines would go down, but I never had to use the key for official railroad business.

The station had to be kept clean and tidy. This was a company rule, and it gave us something to do to keep awake and pass the time between taking orders. A train would deliver a newspaper daily, and we all read it to keep in touch with the outside world and follow the war, which was of great interest to all of us. We also shared any books we could get our hands on.

In desolation much like Pilot, 300 miles east, the eastbound *Exposition Flyer* is in the siding at Cholina, Nev., July 5, 1940, to meet its counterpart.

EARLY IN 1945, another woman bumped me and I had to relocate. I could never figure out why anyone would choose to go to Pilot. I moved east to Delle, Utah, 50 miles out of Salt Lake City and a little west of the Great Salt Lake at the foot of Low Hill. Delle had a few more amenities than Pilot including indoor plumbing, but no hot water. We still had to put a kettle on the oil stove to procure hot water. We actually had a few trees growing in and around the station and the houses. U.S. 40 was a short walk south from the station, and there was a combination bus station, cafe, and living quarters for a very nice family of husband, wife, and young daughter, who ran the cafe. This was great—people and a place to visit on our time off! It was also a terrific



A cab ride west to Winnemucca (pictured on July 7, 1940) introduced Maggie to steam's "secrets."

place to get an all-American hamburger and ice cream.

The men who worked as train crews for Western Pacific whom I met during this time were wonderful people. They watched over us constantly, made sure we were well, got our supplies, and asked about letters from home and overseas. They were older family men; I can't recall any who were under 40 since all the younger men were in the service. I met more of the engineers, of course, as they had to come in and sign the 31's, although sometimes the head brakeman would lend a hand delivering supplies and mail. The WP seemed to be almost a family railroad. Everyone was your friend, even from the first time you met.

One engineer and his wife "adopted" me, and several times invited me to their home in Salt Lake City for dinner. They were of the Mormon faith and were wonderful, caring people. The little time I had for sightseeing, they provided. We visited the Mormon Temple and also took a car trip out to a place I called Red Rock Canyon, which I cannot locate on any map today. They saw that we received homemade bread and cookies, which we all treasured, for in this time there were rations for almost everything, including food. I will always remember these thoughtful and precious people. On one return trip home from Salt Lake City with this engineer, I rode in the cab of a new diesel making its first trip west. I can still recall the



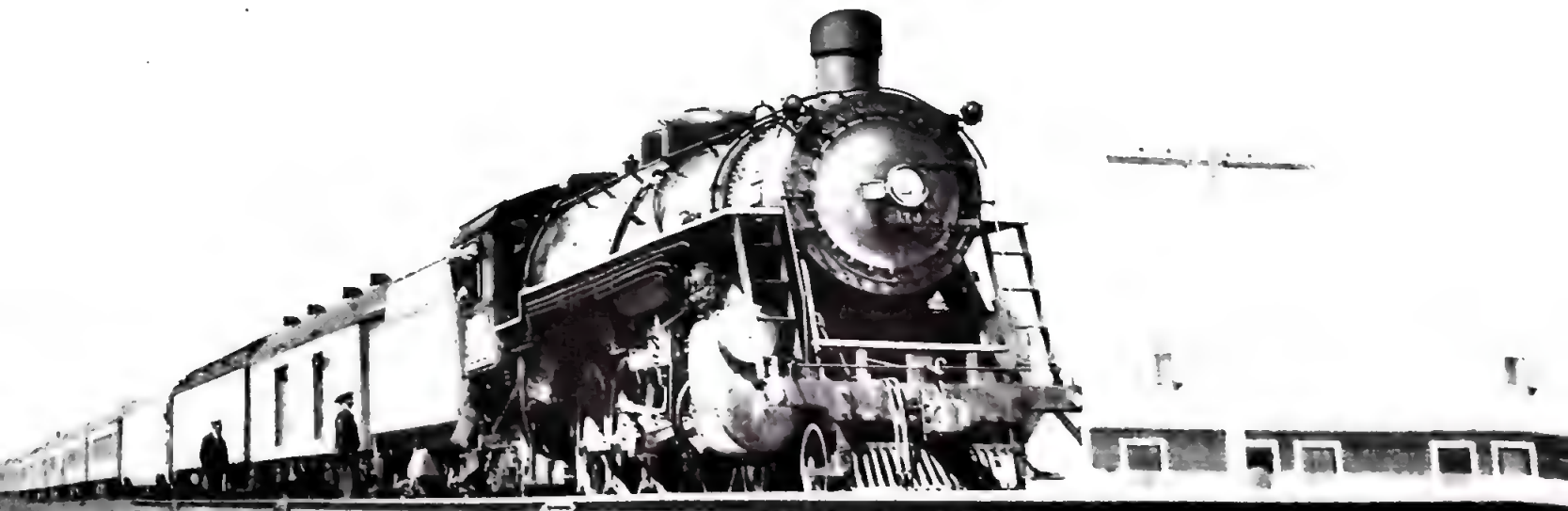
GUY DUNSCOMB

smell of the new leather seats and the feeling of power with the engine roaring behind me.

After the war ended in 1945, men began to return to the railroad. Many jobs held by women were given back to returning men. Since I had such little seniority, mine was one of the first to go. I still am proud of the work that I did, and I feel I was an important part of the war effort moving trains across Nevada and Utah in a safe and timely fashion. I returned to Dallas but did not stay long, for after getting a taste of the West on the WP, I had a yearning to move back to that part of the country.

POSTSCRIPT: Maggie Mosher went west to Southern California, where she has lived since. She was married in 1950 and had two daughters, Margo Karin and Me-

rit Kobi. After 20 years as a homemaker, Maggie in 1971 went to work for a newspaper, then served for 12 years in administration for a group home for the developmentally disabled, from which she retired in 1984. Today in Pomona, she lives north of UP's West Line on the Basin Subdivision. "On still nights," she says, "I can hear the diesel horns blowing for crossings. At that moment I'm young again, holding up the hoops at Pilot or Delle. It brings back such fond memories, that for a short time I was a part of railroad history. It will live on with me for the rest of my life." She was referred to author **DICK DORN**, a writer, photographer, and schoolteacher in Yuba City, Calif., after she saw his "Great Basin Crossing" feature in the October 1998 issue of **TRAINS**, and this story grew from their telephone conversations. ■



GUY DUNSCOMB



The Flower of Travel Comfort

Named for Colorado's state flower, UP's *Columbine* offered elegant service between Chicago and Denver

By Arthur D. Dubin

IN 1930, THE *COLUMBINE*, a train named for the lovely blue-and-white state flower of Colorado, was one of the outstanding trains of North America. It was the standard bearer of the Union Pacific and Chicago & North Western between Denver and Chicago. It was a train to remember.

The *Columbine*, officially train Nos. 12 and 13 of the UP and C&NW, was designed expressly for Colorado service, with features in the interior and exterior design that were distinctly Colorado's own. Recently equipped with new rolling stock—most notably an elegant and distinctive observation-lounge car—the *Columbine* was described in 1930 as “a joy to look upon, a delight to ride.”

The new train was certainly “a joy to look upon,” from the nickel-trimmed locomotive to the observation cars named *Colorado Club*, with their exterior painted in three horizontal bands of dark blue and silver, with gold trim, the colors of Colorado's state flag. Green roof clerestories completed the livery. The lower bar carried the Colorado state crest. The Union Pacific locomotive smokebox front sported a blue-and-white columbine floral image, while the tender bore UP's red, white, and blue shield emblem. The train's consist of new, deluxe individual reclining-seat coaches; a dining car “decorated in a symphony of blue”; brand-new Pullman parlor cars and sleepers; and the splendid, well-equipped *Colorado Club* was indeed “a delight to ride.”

Unfortunately, the re-equipped “new” *Columbine* entered service in June 1930, only a short time after the stock market crash in October 1929, which marked the beginning of the Great Depression. Ridership declined while the new train was still in its infancy. Moreover, UP soon began to consider alternatives to the conventional passenger train. Under the progressive leadership of its chairman, W. Averell

Harriman, UP in 1932 began working with Pullman-Standard Car Manufacturing Co. and Electro-Motive Corp. on construction of the *M-10000*, a radically different replacement for the steam-powered train.

When the *M-10000*, the revolutionary three-car lightweight internal-combustion-powered streamliner, was delivered in early 1934, the handwriting was on the wall for the *Columbine*. Two years later—in June 1936, when the *Columbine* was still a relatively new train—it became outmoded by the outstanding new streamlined *City of Denver*, one of the fastest long-distance trains in the world. The *City* replaced the *Columbine* as the premier train on the UP-C&NW Denver-Chicago route.

The downgraded *Columbine* labored on, its life extended in part by the enormous passenger traffic generated by World War II. But with postwar peace and diminishing passenger-train ridership, largely caused by the traveling public's preference for air travel, the *Columbine* was quietly terminated.

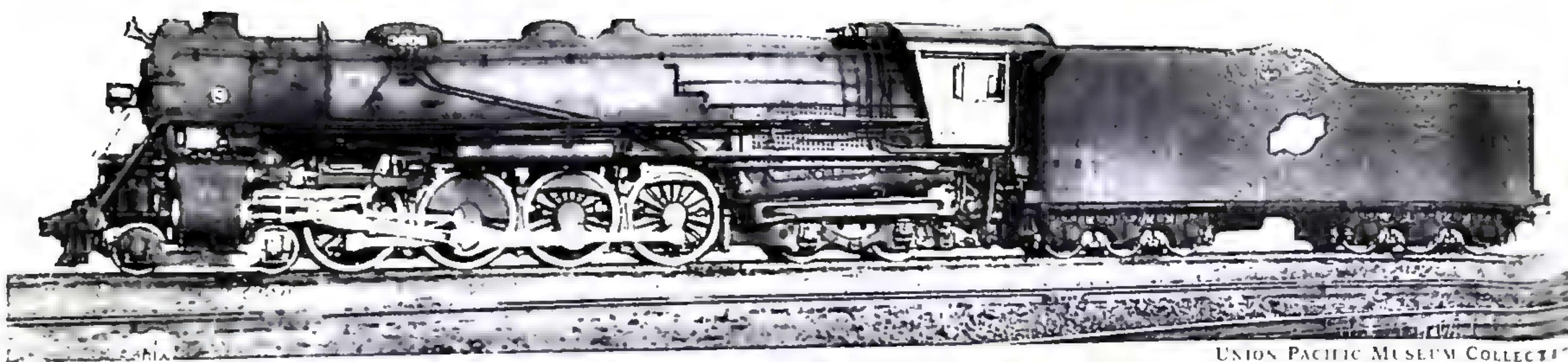
Concurrent with the *Columbine*'s demise, however, came a curious phenomenon: an increasing interest in the departed train. Railway enthusiasts



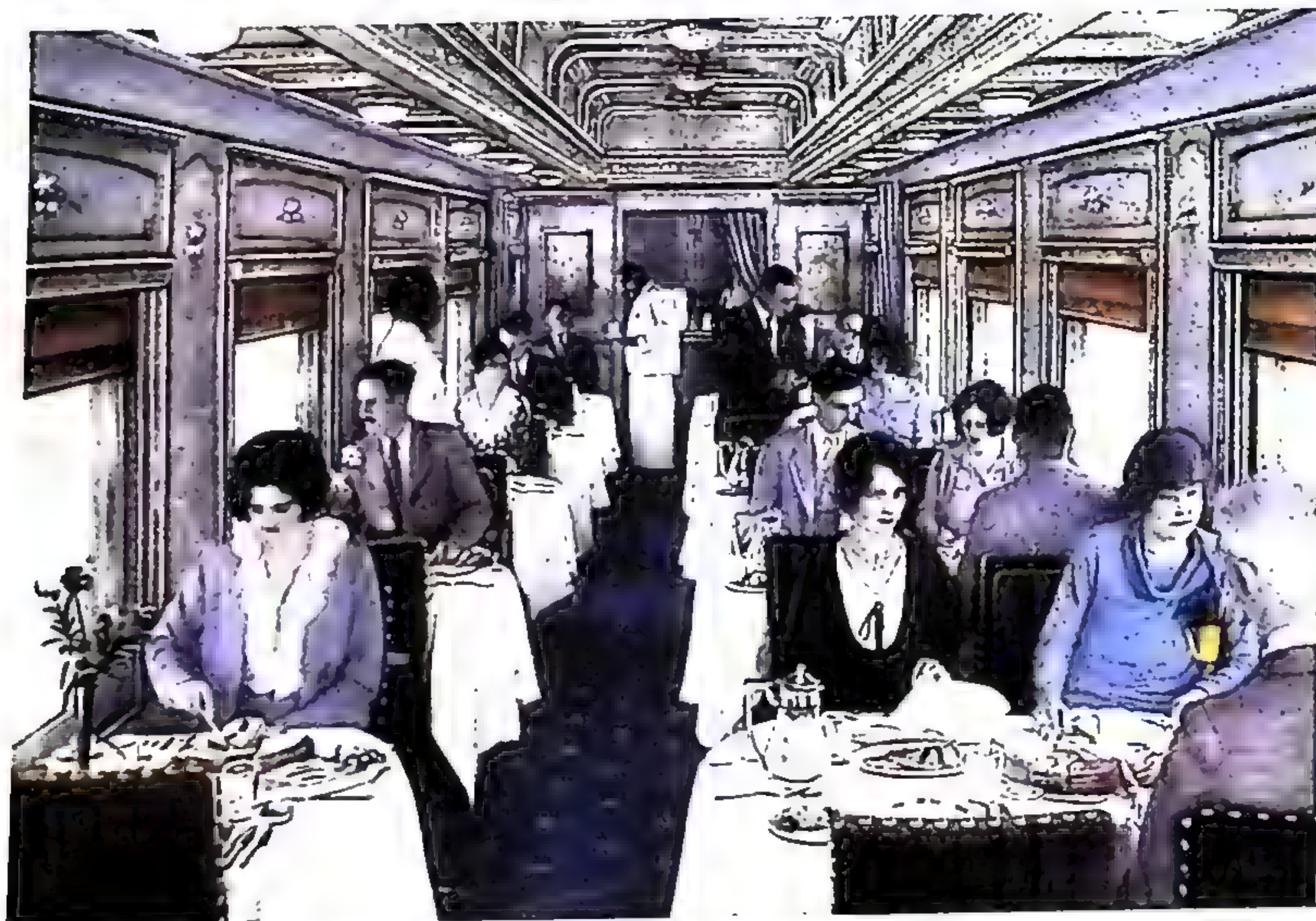
ARTHUR DUBIN COLLECTION

Clockwise from top right: With a columbine emblem on the smokebox, UP 4-6-2 2895 heads east with the first run of the re-equipped train in May 1930; Otto Perry Collection, Denver Public Library. A UP band gives the May 14, 1927, inaugural run of the *Columbine* a festive send-off at Denver Union Station; the woman in white on the observation platform is Edna Traylor, Denver's “Miss Columbine”; C&NW photo, Dubin collection. A color-tinted publicity photo shows the new *Columbine*'s distinctive observation car.





UNION PACIFIC MUSEUM COLLECTION



THREE IMAGES: DUBIN COLLECTION

A postcard view shows passengers in the *Columbine's* dining car, where images of the train's namesake flower graced the walls and carpet. A Syracuse China magazine ad featured the train's colorful china-ware, as well as artwork suggesting (incorrectly) that the entire train bore the *Colorado Club* livery.

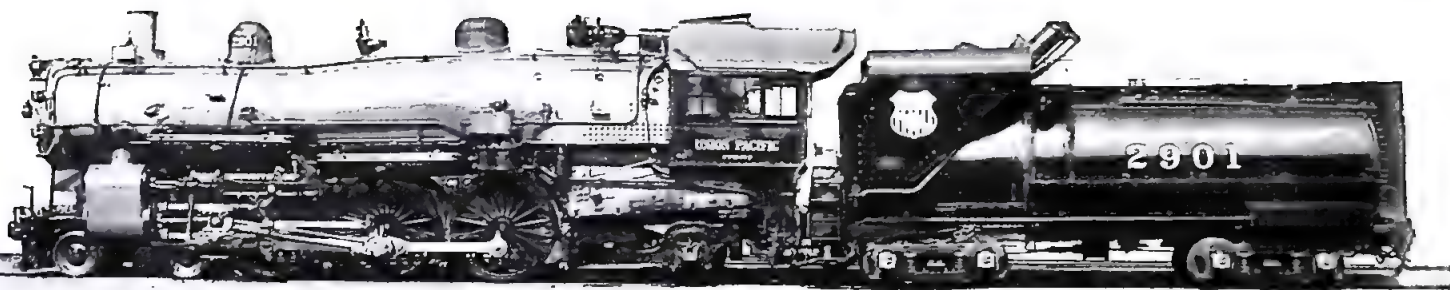
and model railroaders—especially those interested in passenger trains—sought more information about the train, its lifetime, and its noteworthy locomotives and Pullmans. Most of the interest, however, was in the splendid blue-silver-gold *Colorado Club*.

The Chicago-Denver market

Denver was established in 1858 during the "Pike's Peak or Bust" gold rush. The town was named after James W. Denver, an Army general and lawyer who was appointed territorial governor of Kansas and who later was one of the founders of Colorado.

The Civil War inhibited development in Colorado, but in 1867, Denver became the permanent capital of the territory. In 1876, a century after the founding of the United States, Colorado was admitted to the union as the nation's "Centennial State."

Earlier, in 1866 and '67, UP's transcontinental line was built westward from the Missouri River at Omaha across Nebraska and Wyoming—bypassing the Rocky Mountains of Colorado—reaching Cheyenne in July 1867.



UNION PACIFIC PHOTO, DUBIN COLLECTION

As UP built westward, Central Pacific was building eastward from California. The two railroads met at Promontory Summit, Utah, in 1869, completing the transcontinental railroad (the "Overland Route"). UP's principal connection east of the Missouri River became the Chicago & North Western.

In order to connect Denver with the transcontinental line, eager citizens built the Denver Pacific (later UP) northward to Cheyenne in 1870. Later, another UP line was built from the Overland Route at Julesburg, Colo., southwest through Sterling and Fort Morgan to a connection with the Cheyenne-Denver line at La Salle, Colo. The *Columbine* would reach Denver by this routing.

With the coming of the railroad to Colorado, agriculture and mining flourished. During the two decades from 1870 to 1890, the population of Denver increased from 5000 to 150,000. During the same period, trunk-line railroads connecting Chicago with Denver were built. By 1890, passenger trains of the UP-C&NW, Burlington, Rock Island, and Santa Fe all competed for the traffic. At the turn of the century, UP also had associations with the Chicago & Alton (via Kansas City) and the Chicago, Milwaukee & St. Paul (via Omaha).

Union Pacific's association with "the St. Paul" included services from Chicago to Denver, as well as Chicago to California, both inaugurated in 1903. There were periods when St. Paul and C&NW trains competed separately between Chicago and Omaha, and then were consolidated into one train to run over the UP to Denver. Operation of Chicago-Denver trains over the St. Paul was terminated by the United States Railroad Administration in 1920 as being an unnecessary duplication, but the St. Paul (later known as the Milwaukee Road) link in the Overland Route to California lasted until 1930. (It would, ultimately, return in 1955 when UP shifted its Chicago trains away from C&NW.) The era of prosperity during the 1920's and the growth of Denver as a center of commerce, and



SIX PHOTOS: PULLMAN-STANDARD, DUBIN COLLECTION

Locomotives assigned to the *Columbine* included C&NW's heavy H-class 4-8-4's (opposite, top) and UP's fleet P-13 4-6-2's (this page, top). Representative of the train's cars are UP Railway Post Office 1217, C&NW coach 6122, UP diner 328, Pullman parlor car *Meadow Violet*, Pullman sleeper *Pinon Pine*, and Pullman solarium observation *Costilla*. Early examples of enclosed solarium obs cars, *Costilla* and three sisters replaced the train's original open-end cars, but were themselves bumped by the *Colorado Clubs*.



UNION PACIFIC MUSEUM COLLECTION



PULLMAN-STANDARD PHOTO, DUBIN COLLECTION

gateway to Rocky Mountain tourism, brought improved passenger service on all of the competing railroads.

In May 1927, UP-C&NW trains 12 and 13 were named the *Columbine*. In promotions, the slogan "the flower of travel comfort" often accompanied the train's name. The train received UP's new, all-steel, 1500-series observation cars, Pullman-built with barber shop, shower bath, and soda fountain, advertised (during the infamous era of Prohibition) as offering "the secret vice of captains of industry; that double chocolate feeling . . . with whipped cream."

The train crew, all selected men, wore silk columbines in their jacket lapels; Pullman and dining-car crews wore columbine armbands. Westbound, No. 13 left North Western Station in Chicago at 10:30 a.m. (Central Time) and arrived in Denver Union Station at 1:10 p.m. (Mountain Time) the next day. Eastbound No. 12 was a bit faster, leaving Denver at 3:45 p.m., with a 7:45 p.m. arrival in Chicago.

The other roads in the Chicago-Denver market were quick to respond. The Rock Island promptly placed orders with Pullman for new dining, lounge,

At Omaha, a bus from UP's Interstate Transit Line brought in crowds to tour the re-equipped train. Parlor car *Meadow Violet* (lower left) of 1930 was one of the last heavyweight Pullmans to be built.

parlor, and sleeping cars (the *Rock and Island* Pullman series) to be delivered in early 1929 for upgrading Nos. 7 and 8, the *Rocky Mountain Limited*, advertised as "One of America's Fine Trains." Not to be outdone, the Burlington likewise ordered new equipment for trains 6 and 9, the *Aristocrat*, advertised as "The Last Word in Mode Transportation," for its "Anniversary Fleet." Santa Fe's *Colorado Flyer* (Nos. 1-11 and 12-22), with a longer and more difficult approach to Denver and La Junta, offered dining-car service only to Kansas City and Harvey Hot Springs, with meal stops for the remainder of the trip. Santa Fe was no longer a major contender in the competition.

At UP's headquarters in Omaha and C&NW's in Chicago, it was clearly understood that action needed to be taken to make the *Columbine* more respectable in order to remain competitive in the lucrative Denver-Chicago business.

The *Columbine* blooms anew

On May 22, 1930, after exhibitions in Denver, Omaha, and Chicago attended by thousands of visitors, the "new" *Columbine* entered service. In Omaha, crowds were brought to the exhibition by the busload. Union Pacific and North Western proudly announced, "The *Columbine* Blooms Anew," and proclaimed it to be "the most beautiful train on wheels."

UP provided its fast Pacific type locomotives, the 2800- and 2900-class called "Greyhounds" because of their gray boiler color. Occasionally, 7800-class Mountain types were used on unusually heavy trains. East of Council Bluffs, the North Western assigned mighty class H Northern, brand-new from Baldwin. These giant, dual-purpose 4-8-4's weighed nearly twice as much as most other locomotives on the North Western.

The improved train got the best rolling stock, as well. UP and C&NW mechanical departments designed new deluxe coaches with individual reclining and rotating seats. Pullman built the cars.

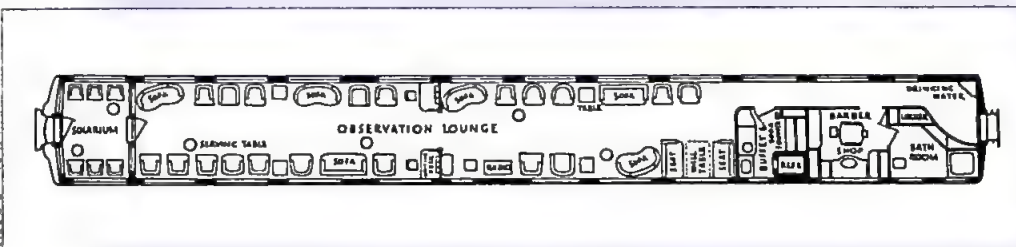
Dining cars were decorated in tones with gold and brown trim. The columbine floral motif was stenciled on cornices and pier panels and employed in the especially woven blue carpet. Special chinaware manufactured



C&NW PHOTO, DUBIN COLLECTION



PULLMAN-STANDARD PHOTO, DUBIN COLLECTION



UP ARTWORK, DUBIN COLLECTION

UP 1525 was one of four open-platform obs cars rebuilt in 1930 as solarium-end cars, all of which bore the name *Colorado Club*. Broadside view is of 1525 before rebuilding; floor plan shows the modified layout. A view looking forward in the observation lounge (top) shows the solid comfort enjoyed by *Colorado Club* passengers. UP Master Painter Louis Olmos poses with one of the train's ornate glass drumheads.



UNION PACIFIC MUSEUM COLLECTION

Syracuse China featured the train's mamesake flower in full color. Examples of the china became highly prized by collectors and eagerly sought after in later years. Four original watercolor paintings enhanced the interior.

The 15 matched Pullmans, including two Pullman parlor cars that operated only between Chicago and Omaha, were among the very last conventional (heavyweight) all-new Pullmans ever built. Union Pacific's passenger department wanted to name each of the Pullmans for a Colorado wildflower or tree. Because most of the Pullman Compa-

ny's nearly 9500 cars was already named, it took quite a job of checking to find 15 names of plants not already in use. Colored pictures of each flower or tree for which the car was named were mounted in the new Pullmans.

For the first time in UP history, there was a deviation from the standard coach green color used for painting the exterior of passenger equipment: The *Colorado Club* observation cars were painted in the blue-silver-gold colors used in the Colorado state flag and state crest. Unusual amenities in the train included colorful stickers

applied to complimentary morning newspapers and also bags furnished to protect women's hats from cinders and soot. Both were adorned with the columbine motif.

The interiors of the *Colorado Club* cars contained a bathroom with tub and shower, a barber shop, and a soda fountain-buffet. Because the Prohibition laws were still in effect in 1930, no liquor was served. The lounge was divided by partitions of etched glass. A Majestic radio console, with rooftop antenna, provided entertainment en route. Recorded music was also avail-



A. W. JOHNSON PHOTO, DLBIX COLLEC

The Columbine in verse

THE COLUMBINE, together with its sister train, the Chicago-Portland (Ore.) *Portland Rose*, even had a poet laureate named A. De Bernardi Jr., whose verses graced the trains' menus and advertising literature:

The Columbine

*A dash of the azure of
vividest skies;
The white of eternal snow;
A tinge of the hidden gold
that lies
Where crystal rivers flow;*

*The delicate scent of a
lovely dream;
The green of the stately pine;
A verse in a song of
thrilling theme.
Is the mountain Columbine!*

The dining-car menu also included an early example of ecological awareness. It advised that the replica wax columbine flowers on each table "are intended as a reminder to conserve Colorado's state flowers—to halt the wanton destruction of the delicately fragrant blossom—Leave it to grow and thrive and multiply—Hold sacred that which is beautiful!"

On June 4, 1930, A. W. Johnson photographed No. 13 leaving Chicago; a comparison with a sister car (opposite page) shows the different road names applied. Colors were as follows (numbers are Pullman designations): underbody, Black; side girder sheet, Blue 70-33; pier panels and sash, Silver 70-118; letterboard, Blue 70-23; lettering and striping, Gold Leaf; roofing, Black; clerestory, Green 70-10.

able. Interior design included ebony furniture upholstered in tones of "beige, fawn, and café-au-lait." Framed oil paintings of Colorado landscapes were wall-mounted. The rear of the car was a glass-enclosed solarium with windows that could be opened with automobile-type handles. The interior was finished in Art-Deco colors of green, straw, chocolate, and black. The solarium was furnished with wicker chairs. Flooring in the solarium—and also the barber shop—was squares of tile. The special blue carpet with the columbine pattern laid in the diner was also used in the *Colorado Club* lounge areas.

Four complete consists were required to "fill the line" of the new *Columbine*. The coaches and Pullmans were all brand-new equipment, but the four diners and four *Colorado Club* cars that were nearly new had been completely refurbished and redecorated in the floral motif. Four hundred men labored for 10 weeks at Union Pacific's Omaha shops to complete the work. The four *Colorado Club* observation cars were rebuilt to eliminate the open platforms, which became glass-enclosed solariums—the latest style of the day—in order to accommodate the faster speeds which made riding on the open platform unpleasant and more dangerous.

Enduring appeal

One day in 1959—after UP's streamliner fleet was transferred from the North Western to the Milwaukee Road—this writer received a gift of outdated photographs from late Francis (Frank) V. Koval, director of public relations and assistant to the president for C&NW and a good friend. The photos were made at the inaugural exhibitions of the 1927 *Columbine* and the 1930 new *Columbine*.

Most of these publicity photos showed celebrities and politicians, but one view was outstanding: It was a 1930 shot showing the right side of one of the *Columbine*'s solarium cars. The car was lettered "Union Pacific" on the letterboard and "Colorado Club" below the windows and painted in what appeared to be an unusual livery. The photo was soon published in *TRAIN* magazine (January 1960), then in the book *Some Classic Trains*. It elicited a number of responses. One was from the great Chicago rail photographer Alfred W. Johnson. Al (now also deceased) sent this writer a copy of one of his own extraordinary photographs showing the then-new 1930 *Columbine*. Al's view clearly showed the left side of a solarium car lettered "Chicago and North Western" and "Colorado Club."



C&NW PHOTO, DUBIN COLLECTION

(Both photos are reproduced above.)

Speculation arose as to whether the *Colorado Club* cars had different railroad names painted on each of their two sides. The mystery was solved years later by Don Snoddy and Bill Kratville of the Union Pacific Museum Collection in Omaha. Both men kindly researched the files and discovered the 1930 "Contract Agreement between Union Pacific Railroad Company and Chicago & North Western Railway Company covering assignment to the *New Columbine* of Union Pacific cars on behalf of the North Western." The lease stated that UP "remodeled, specially equipped, furnished, and decorated" two club observation cars, Nos. 1522 and 1523, and that the cars would bear UP numbers 1522 and 1523 respectively, and that "the name 'Chicago and North Western' shall appear on the letterboards of said cars." The other two *Colorado Club* cars needed for the *Columbine's* four sets of equipment were UP Nos. 1525 and 1535; these cars carried the name "Union Pacific" on their letterboards.) Don and Bill also discovered much *Columbine* information which they generously shared for this article.

Still later, Fred Hill, model carbuilder and proprietor of the model railroad store The Original Whistle Stop in Pasadena, Calif., and of The Coach Yard in Del Mar, Calif., contacted this writer. Fred had decided to produce a limited-edition, showpiece HO scale model of the *Colorado Club*. He, too, had seen



"Flower of Travel Comfort"

RIDE the *Columbine* this summer on a vacation in the coal Colorado Rockies. You can leave Chicago on the *Columbine* today and be in the shadow of Long's Peak tomorrow afternoon. It isn't far, and it costs no more than an ordinary vacation. For full information, call or write H. G. VAN WINKLE, GED. R. LEISNER, Chicago & North Western Ry., Union Pacific System, 100 North Clark St., Chicago 4 South La Salle St., Chicago.

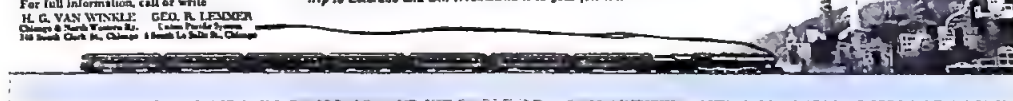
The COLUMBINE

Flower of Travel Comfort to Colorado

You are viewing today what we have tried to make the finest train in America, a train built especially to typify and represent the state of Colorado. Its name is that of the state flower of Colorado; its beauty is inspired by the exquisite blue Columbine.

Notice the unusual features of the *Columbine* as you go through it today. Mark how well it typifies the beauty of Colorado. Its interior decorations are the *Columbine* motif throughout, combined with the state crest of Colorado. Even the china of the dining car is in *Columbine* design. Each of its new matched Pullmans is named for a flower or tree in the Colorado Rockies, each carries the picture of the flower or tree for which it is named. Dining car and observation car walls are hung with original paintings of Colorado scenes. While you are viewing the interior of the beautiful club observation, stop for a moment to try the luxurious easy chairs and divans in its lounge-rooms, and listen to its radio. Notice also the exterior of the observation car, painted in the colors of Colorado's state flag. Even the coaches are models of luxury, with deep-cushioned individual seats and porcelain-fitted smoking rooms, and decorated with Colorado pictures.

The Chicago & North Western-Union Pacific appreciate the interest you have shown in coming to view this new train, and hope that you will use this train on your trip to Colorado and will recommend it to your friends.



DUBIN COLLECTION

A brochure produced for the re-equipped *Columbine's* preinaugural displays featured graphics depicting the train's Denver terminus and the Colorado flower. The text touted the train's luxurious appointments.

the picture and had some questions.

The legendary *Columbine*, although gone, is indeed not forgotten. ■

ARTHUR DETMERS DUBIN, a retired architect living in Highland Park, Ill., is the author of the landmark passenger-train books *Some Classic Trains* (Kalmbach, 1964) and *More Classic Trains* (Kalmbach, 1974). He also is known for his collection of passenger-train memorabilia, now largely at the Smithsonian

Institution, the State Historic Library Division of the Illinois Historic Preservation Agency, and several college libraries. He wrote this story before the tragic incident of April 20, 1999, at *Columbine High School* in Littleton, Colo. It is his hope that the painful memories shared by the people of *Columbine High School* will be tempered by thoughts of the beautiful flower that serves as a Colorado symbol, and also as the namesake of UP's splendid train.

For a Milwaukee Road switch crew in the prewar calm of 1940, waiting is 'an immutable constant, like air or gravity'

By D. W. Bassett • Painting by the author

WISE MAN ONCE WROTE: "The past is a foreign country. They do things differently there." Indeed, for these men clustered around yard goat No. 1442 in Janesville, Wis., on a dreary Saturday afternoon in March

1940, the world is a vastly different place than the one in which we live. Steam locomotives still reign supreme in their world. The few diesel streamliners in use are just a breakdown-plagued experiment. None of those things at all are on the good old Milwaukee Road . . . yet.

For most people, a six-day work week is still the norm, but some lucky few work only a half-day on Saturday. Milk still gets delivered to the house every other day with thick, fat cream floating on top. It comes in glass bottles gleaming with condensation, hauled by a Model T panel truck. The iceman still comes along twice a week to fill up the icebox and give the kids a chip or two on a hot summer day. News comes only on paper or on the neighborhood's only radio, down at the gas station or barbershop. Hang around and listen to the ballgame with the other loafers. Gas is 15 cents a gallon for those who have a car. The trolley is a lot cheaper. A cold Coke is a nickel. A beer is 10 cents, and for most of the town, the railroad is still at the very center of everyday life. Everything comes by rail from parcel post to new tires for the truck, from canned foods and beef to anthracite coal still used to heat most homes.

It couldn't possibly be more different from the world rails inhabit today, yet in some ways, it's exactly the same. Just what is it these guys are doing? Well, nothing really—they're waiting.

The wait is something with which I am well acquainted. In my own career

on the Southern Pacific as a brakeman, conductor, and, finally, an engineer, I've felt the same lazy frustration: Wait, wait, and wait some more for something to happen. Wait for the train list. Wait for the track warrants. Wait for the power to be fueled at the pit. Wait for the switcher to shove the cut past you on the lead so you can hang the power on your train.

Wait for the carmen to give you the air test. Wait for a switch job to clear the diamond at 9th South. Wait for blocks at Grant's Tower, North Salt Lake, Centerville, West Clearfield, East Clearfield, Bridge Junction, and finally creep down the New Runner into town. Just over 30 miles, and five hours is considered a quick one-way trip. To keep your sanity you learn early to just relax and accept it, just assume you'll be out there for the legal 12 hours every time you go on duty. Sure beats pulling your hair out.

One day, while waiting to meet a westbound or five, I asked the hoghead, a veteran of the Milwaukee, how much of his life he thought he'd spent waiting. He pondered this for a bit, grimaced, and shook his head slowly. "God, I don't even want to think about that," he said. No doubt that portion of his life was by that time measured in years. In railroading, the wait is an

immutable constant, like air or gravity. It's a part of every railroad-er's life from the 1830's right down through today. These guys in Janesville are no exception.

Right now they're waiting for the switch foreman to come trudging back from the yard office with either a new switch list or an order from the yardmaster to head to the pit and tie her up. They've been at it since 6 a.m., and though it's only 3 in the afternoon, they're hoping for a quit. They've already worked what industries remain down the switchback on the banks of the Rock River. They've switched a few

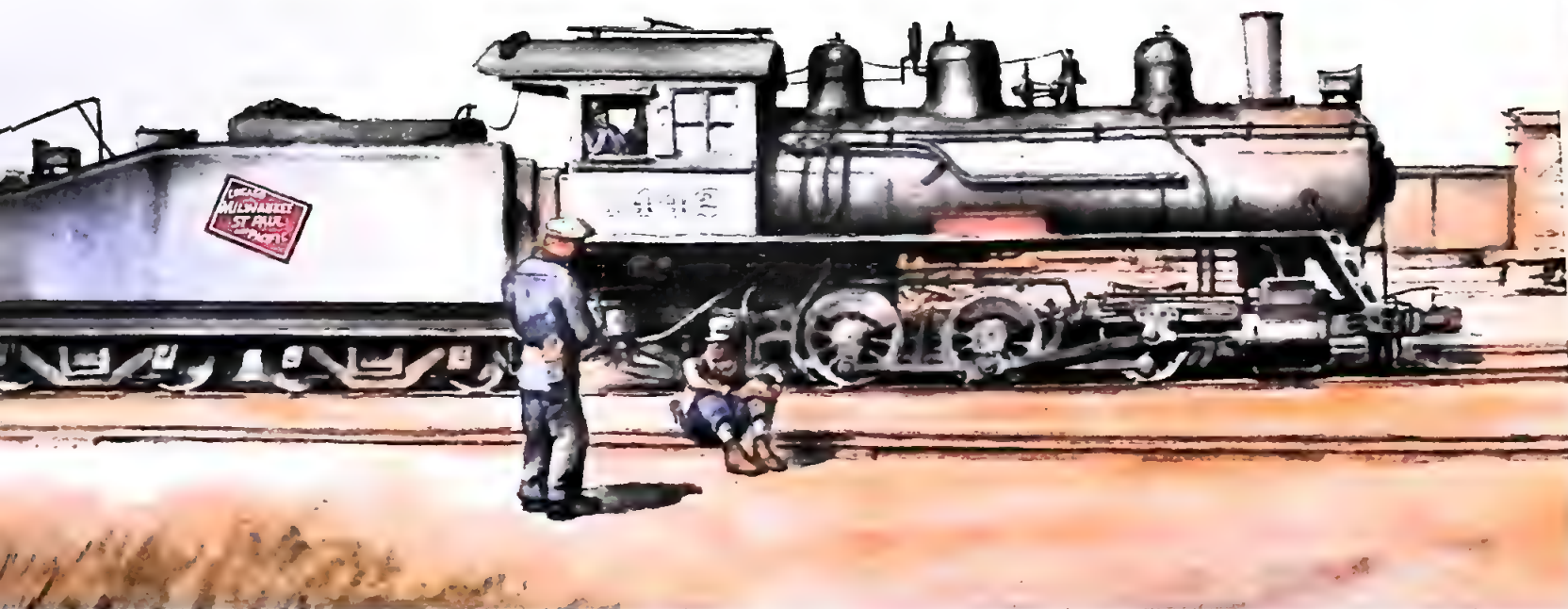
setouts and set a couple of pickups. They have kicked out a cut of cars or two and set the Madison local and the Mineral Point mixed, hanging each conductor's assigned caboose on his train. The eastbound mixed from the Point is probably only just past Darlington or maybe Gratiot. If he has any work at all today he won't be in town tied up, and ready to switch until the night crew has long been on duty.

The Depression has eased a bit since '36 and carloadings are up, but still not enough to fill out a full 12 hours. The earmarks of hard times are everywhere: The grime cakes I5a No. 1442. Last year's weeds still choke the yard. This place hasn't seen a spray or weed-burner outfit in quite some time. In fact, it hasn't seen much maintenance of any kind. A train was pulling into the yard last week and the rail turned over underneath it. Rotten ties, dirt, and cinder ballast do not hold gauge very well. The cars dug down a foot or so and scraped off a good portion of the ladder lead before the conductor saw the dust fly and pulled the air.

Down at the roundhouse, the foreman, boilermaker, and helpers do their best to keep the old kettles rolling. The newest power in the house is an L2 Mike bolted together in 1911. Some of the power for the branchline jobs dates from the 1890's. The 1442 is about average, built at West Milwaukee in 1909. She has some slop in the drawbar between the engine and tender, and every time she starts or stops, the tender runs into the back of the cab, irritating her hogger and driving the cab up to an ever greater angle a fraction of an inch at a time. Happens each time the hogger changes direction—only about a thousand times a day. Yesterday she developed a couple of leaky staybolts, and too many hard joints have pushed her frame out of square. She badly needs to be sent in for a Class 5 overhaul, but with every termi-



I've been waiting



mal clamoring for power, the Janesville boys know they'll have to make do with her. Chewing gum and baling wire, a caulking chisel, and lots of grease.

The kid stops pacing as the old head switchman tells him to sit down. "You are making me tired just watching you work that hard at nothin'." The kid's barely clinging to the extra board with his fingernails, but he knows he's lucky just to have a job at all. He's one of the first new hires since '29, and he's only been working two or three times a month, not enough to really learn the ropes, or as the Old Head puts it, "To know where the hell you are." He worries he'll foul up and send a cut of cars down the wrong track or be in the wrong place to get the pin or bend the iron or come out with the wrong car on the end of a cut when he works as the field man. He's already heard, "Kid, you're green as grass" a few times today.

The old head switchman tells him to relax and enjoy the sun. Winter arrives early and stays late up here. He knows what the kid is going through. Been there himself when he hired out after

the Great War. "Hell, those old Spanish War boys I learned from back then, they were *mean*! The kid? He'll get cut in OK. Unless one of these cars gets him before he does. Boxcars don't have a conscience."

Up in the cab, the hoghead is fighting to stay awake and losing the battle. The first warm days of March sure feel good. Warm all over for a change instead of freezing on one side and roasting on the other. The peeper frogs are singing in the ditch as the old engine pants softly to herself. The hoghead thinks about his retirement. He's come off the road and into the yard to work out his last few seasons. "Had enough of road freight." Even 40 years service hasn't given him enough whiskers to hold down a regular passenger run. He knows he's even lucky to still be running, unlike his fireman, who's been a promoted engineer since 10 years before the Crash. Boring, monotonous, repetitive, "But at least it's good steady work and the callboy don't come around and wake me up for a freight at 2 in the morning anymore. Home every

night. Old lady's a lot happier these days. Just two more years to go."

Yeah, these guys just want to get it done and go home so they can come back tomorrow and work and wait and want to go home all over again. So they will, but not forever.

In a couple of years the kid will be in North Africa with the 1st Infantry Division sweating it out against Erwin Rommel on Kasserine Pass. The foreman will still be working the same old job, but no early quits anymore, 12 hours a day, sometimes more, seven days a week will be more like it. The old head will still be railroading, only with the Army Railway Operating Battalion in Italy, then France, and finally Germany. He'll come home in '47, almost old enough to retire himself.

And the hoghead who thought he'd be safely retired and sitting on his front porch smoking a good cigar? He'll be called back for the duration along with men even older than he, some up in their 80's. For him it's going to be four more years of hard service, every day, 12 hours a day. So it goes. *Kick 'em!* ■

on the railroad



J. Parker Lamb

A witness to transition

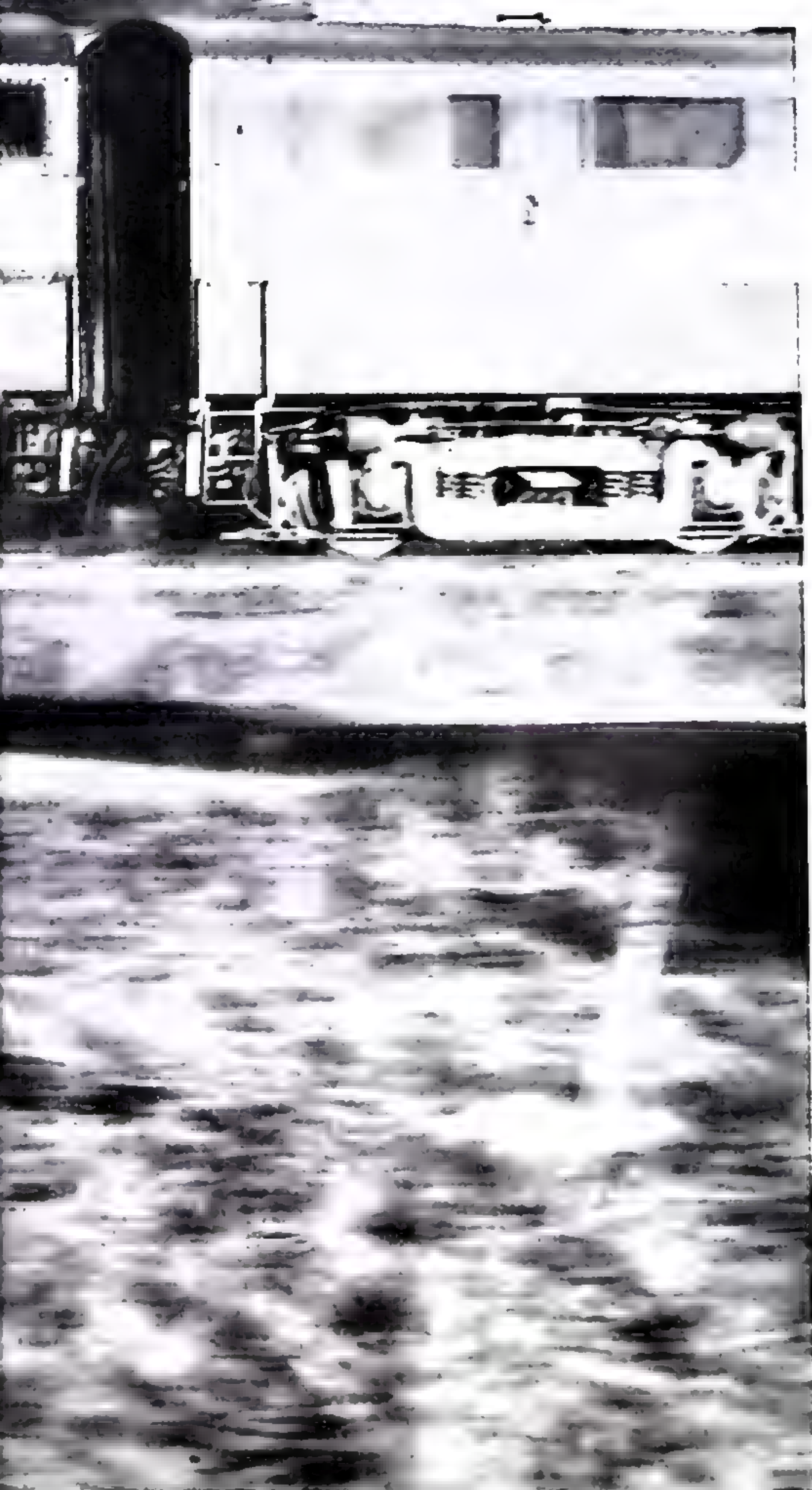
His objective: making technical subjects into artistic objects

By John Gruber • Photos by J. Parker Lamb

AFTER A REWARDING, 40-YEAR ACADEMIC CAREER, J. Parker Lamb is returning to his roots—railroad photography. Lamb, who started taking photos when he was in the 11th grade in fall 1949, plans to retire from the University of Texas at Austin in January 2001. "I am giving up the profession that has provided a good life and retirement security for another profession that gives me a great deal of pleasure," he says. "I have many hundreds of photographs that never have been printed other than contact prints or proof prints. I want to continue printing those, and marketing them in books and magazines. And I want to spend more time on historical research."

In his photography, Lamb tries to show scenes having familiar railroad elements from unfamiliar angles. Another of his goals is "to display railroad machinery (generally greasy, dirty, and unattractive to many) within scenic compositions that cause people to respond with a comment such as, 'Now, that photograph makes the train look beautiful!' Thus, the objective is to make technical subjects into artistic objects. As

Sharp "pan shots" that blur the foreground and background are a Lamb specialty, and his work on Gulf, Mobile & Ohio around Meridian, Miss., fills a geographic void. These elements come together in this July 1958 view of Alco FA's on a northbound freight at Marion, Miss.



J. Parker Lamb

an example, sometimes I wanted to get viewers to see a steam engine as 'about to drown them with loud noise along with smoke and cinders.' With diesels sometimes my desire was to emphasize their speed," he continues.

Although Lamb still prefers black-and-white photography, he changed to color in the mid-1980's when *TRAINS* and other outlets started switching. "If there was still a strong market for monochromatic images, I would do more contemporary black-and-white."

Lamb was speaking in the Amtrak lounge at the Illinois Terminal Building, the new intermodal transportation center in Champaign, Ill., surrounded by a traveling exhibition of 50 railroad photographs (six of which he had taken in or near the city). He finished his Ph.D. degree work 39 years earlier at the University of Illinois' main campus in this city, 126.5 miles south of Chicago on Illinois Central's passenger racetrack. His friendly smile and neatly combed silver hair complement his "professorial" appearance.

The 5-foot, 11-inch photographer has an impressive publications record, carefully recorded in his railroad bibliography: 22 illustrated articles, 9 photo stories, 23 special photo presentations, 7 extensive contributions to historical society publications, 2 books of his own, and contributions to 49 other books. His next book, to be published by Boston Mills Press, is due out in 2001.

The Railway & Locomotive Historical Society recognized his work in 1991 with its award for lifetime achievement in photography. "While other well-known photographers provided most of the imagery of the passing of steam, it was often Parker who provided the best contextual images of the conquering diesels," the citation said.

Southern roots

Lamb was born in Boligee, Ala., a tiny crossroads community on Southern's Alabama Great Southern main line between Birmingham and Meridian, Miss. The family moved in 1938 (before his fifth birthday) to Meridian, a busy junction city with three Class 1's and a short line. He became a serious "watcher" just after the war when he discovered *TRAINS* and *Railroad* magazines.

He learned about railroad operations from a tower operator, Guy Horton. Says Lamb, "His wife and my mother were having children at the time, so they got to know each other. Later, when I

was in junior high school, Guy had moved to Birmingham and worked for the Frisco. Every time we visited there, I would beg my mother to let me go down and watch him while he worked. He was in a shanty beside a junction north of one of the major yards, where a line from downtown used by passenger trains joined the freight line leading to the yard. I spent many hours learning about the operation of railroads, Morse code, handing up orders, things like that. He was one of the closest people I knew in my early age that was a railroader. Of course, in the intervening years, I have known other railroaders, from operating people to dispatchers to executives."

While attending Auburn University in Alabama during 1951-55, Lamb took photos of most southern regional lines from New Orleans to Memphis to Atlanta to Mobile. His first published photo in *TRAINS* (August 1954) is a sentimental favorite. "It was a very early morning shot of the Gulf, Mobile & Ohio *Rebel* train southbound from St. Louis to Mobile, leaving Meridian. I got a low angle of the two PA units on the front. The first unit was the PA that had been on the Freedom Train," Lamb recalls.

"Being a neophyte, I didn't really know much about submitting photographs when I sent in my first batch in 1954, but I got an encouraging letter back from David P. Morgan, the editor. Over the next four to five years, he kept encouraging me to take more pictures





Illinois Central's attractive chocolate brown and orange E units (left) lead the southbound Seminole, a joint IC-Central of Georgia-Atlantic Coast Line train between Chicago and Florida, across the CofG-Western of Alabama diamond and into the shared station in Opelika, Ala., in December 1954.

CofG train 3 (lower left), a Macon-Birmingham local led by 48-2 473, eases into Opelika on a July 1952 morning. In the clear is southbound freight 34 behind two GP7's and an RS3 in the Central's early gray, black, and blue livery. Lamb rode a city bus from his nearby college town home of Auburn to spend the day at the depot.

Lamb's first photo of a Santa Fe train (below), on his first trip to Texas, shows a local with two black GP7's leaving Longview for Kirbyville in August 1951. On request, he'd driven his mother and her friends the 400 miles from Meridian to a friend's farm for a visit, and he thought to take his camera.



because he said they didn't have much material from the South. So I must give considerable credit to his encouragement in my younger days." Historians today, especially those who concentrate on the GM&O, remain grateful for Lamb and his work around Meridian, which indeed fills a geographic void few other photographers visited.

Readers of TRAINS from those days will recall that Lamb's credit line generally read "J. P. Lamb Jr." Lamb is a self-taught photographer, with little formal instruction but a lot of self-study from books, so he needed the encouragement. "I looked at TRAINS magazine, and saw what people like Dick Steinheimer, Robert Hale, Jim Shaughnessy, Stan Kistler, and others of that era were doing. Obviously they were 5 to 10 years ahead of me. I used as much as I could of their techniques, particularly the pan shots. I had a reputation for doing a lot of pan shots. Once I had coverage of what I might call traditional types of train photographs, I would start doing pan shots. Hand-held pan shots, when you are moving the camera manually to pace the train, are pretty much a gamble. You really don't know until you develop the film if they are successful. I did a lot of pan shots of steam and diesel through the years, and people have said they enjoyed those in particular."

Steam in Ohio

In 1955, Lamb moved to Dayton, Ohio, for a two-year tour as an officer at Wright-Patterson Air Force Base, photographing the last of steam and a lot of first-generation diesels.

He missed photographing the steam-to-diesel transition in the South, since it happened before his photo capabilities had developed. "I lucked out since it was just occurring when I arrived in the Midwest. In Ohio, around Dayton, Cincinnati, and Columbus, there was still a lot of steam on the Baltimore & Ohio, Pennsylvania, and New York Central. So I was able to get some great scenes of NYC Hudsons on mail trains and Pennsy 2-10-4's hauling coal trains to Sandusky. I was there during June 1956 when the Pennsy leased some Santa Fe 2-10-4 5000-series locomotives. With steam power wearing out, PRR had a new order of diesels coming. That summer, running short of power, Pennsy worked out a lease arrangement with the Santa Fe, which was quite unusual in the steam era. Most railroads did not lease power, except in unusual circum-

Pennsy's Sandusky (Ohio) line is noted for employing 12 leased Santa Fe 2-10-4's during summer 1956; above, two keep a PRR 2-10-4 and a big Lima transfer diesel company at Columbus, Ohio.

Lamb learned after moving to Dayton, Ohio, in June 1955 that New York Central still used Hudsons on its Cleveland-Cincinnati mail trains. That August, 5247 (right) was heading south near Fairborn.

While at Southern's Meridian engine terminal (upper right) in December 1953, Lamb heard the *Southerner* approaching and found a spot on a Geep's running board to snap the train's E8 showing between the FT nose and the pole. The F7's at far right will follow the *Southerner* to Birmingham.

stances. Anyway, I love the steam era and I wish I'd gotten more of a chance at it. Most fans say, 'I wish I had been born 10 years earlier.' But others respond, 'Yes, and you would probably be dead by now.' So I guess there is a downside to that fantasy."

The trip to Champaign in March 2000 was Lamb's fourth since graduation from U. of I. in June 1961. "Each





time I visit I am quite surprised at the number of changes that have occurred. It now would be difficult for me to find places where I took the photographs."

Among the retired railroaders in the audience during Lamb's slide presentation on historical railroading in Champaign was Dick Stair, the long-time first-trick operator at IC's Champaign Tower. "He was a mentor to many generations of railfans who had come to the University of Illinois," Lamb says of Stair. "In the days before radio communication, a railfan who wanted to find out about what was going on had to find someone working on the railroad. If they happened to find Dick Stair at work, they would immediately know they had a friend. He gave me many tips on what was going on and the general operation of the Illinois Central. He also knew quite a bit about the history of railroad development in the area."

Lamb was surprised to find other people with similar interests when he started graduate school at Illinois in September 1957. Until then, he'd been taking photos for almost 10 years fairly seriously, mostly in the South and in Ohio, but had not encountered many fans. Through Stair, he met Bruce R. Meyer, an electrical engineering student from Bloomington. Others included Ted Rose, an art student; Phil Weibler from Quincy, Ill., also an art student, and later a locomotive engineer on the Rock Island and C&NW; Jim Boyd, later editor of *Railfan Magazine*; Harold Edmonson of Chicago, who would edit Kalmbach Books; and Bob Hundman, an engineer living in Decatur, Ill., who also got into railroad publishing. The highlight of his activity in Champaign was going on long "steam safaris" with his new friends.

"For example, Weibler, Meyer, and I struck out on a Thursday afternoon in 1958 to drive to Toronto, Ontario, on the July 4th weekend, to see some of the last of Canadian Pacific and Canadian National steam locomotives. We spent a couple of days, at least, in the Toronto area, but due to intermittent rain, ended up with a lot of pictures inside the roundhouses. On the way back, the engine in Bruce's Chevrolet quit. Although we didn't have much money with us, we were fortunate to get to an Amish community where there was a diligent mechanic who fixed the car the next day.

"We also made trips to catch the last of steam in southern Illinois, on the Norfolk & Western in West Virginia, and

the Bevier & Southern, a steam short line in Missouri which hauled coal from a mine to the Chicago, Burlington & Quincy. At that time, it used an old Illinois Central 2-6-0; later it had a CB&Q 2-8-2. The general manager was an elderly gentleman who was very friendly to fans. He even had a card for the railroad that stated, 'Have train, Will haul.' Weibler had known about the line since it was not far from his home in Quincy, in western Illinois."

From Illinois to North Carolina

Lamb's most photographically productive years started in January 1961 as he began a teaching career at North Carolina State University in Raleigh, in the department of engineering mechanics.

"My wife and I did not have any family at that point, so I had plenty of time to indulge my hobby. I soon met a former Seaboard Air Line fireman, Wiley M. Bryan. After serving in the war, he went into the real estate appraisal business, and he still knew many operating people, as well as a few officials, on the Seaboard. So at least two weekends a month, we'd travel up and down the Seaboard between Hamlet, N.C., and Richmond, Va. We also drove to the Atlantic Coast Line yard in Rocky Mount, N.C., and we explored other North Carolina and Virginia railroad points.

"Bryan knew many good photo locations because of his work for a mortgage bank. He worked all over the eastern half of North Carolina inspecting prop-

erty. Wabash used Illinois Central track next to NYC's Peoria & Eastern through Champaign, Ill., (below) and the only time Lamb saw the Wabash in town was on a cold January 1959 day, as it was overtaken by a P&E eastbound. In nearby Tolono (right), at the Wabash-IC diamond, the agent gives train 98's conductor a "hotbox" signal in August 1959.

The last months of IC steam in southern Illinois gave Lamb and friends opportunities for short "steam safaris" south from Champaign. On January 27, 1959, the mainline Cairo Turn, with 4-8-2 2613 in charge (far right), gets out of Carbondale, Ill. In four years at Champaign, Lamb saw a snowplow in use only once, on IC's Rantoul-Pontiac branch local in March 1959 (bottom). IC Champaign Tower operator Dick Stair tipped Lamb off.





Bill Lamb

erties, taking photographs, and providing appraisal estimates. So, having a camera as part of his job, it was easy for him during lunch or break times, or after finishing his work, to seek out railroad photo locations."

Lamb also spent many evenings at the Seaboard station at Raleigh. "It was well lighted, and it was near the engine-house, so I took quite a few night time exposures, and got some very interesting effects. I was in North Carolina only 24 months, but as it turned out, I took more photographs in that short period than at any other time."

Combining business with pleasure

His more enjoyable photographic years came after moving to Austin in January 1963 as a professor in the University of Texas' department of mechanical engineering. "I was able to travel to distant places I had always wanted to see. As a professor, I was a member of various professional societies, and each had at least one to two meetings per year. As an administrator, I was paid to attend these meetings and represent the university. When the meetings were in Los Angeles, San Francisco, Denver, or other interesting places, I was able to go early and stay late, and do railroad exploration in a rented car.

"As an example, I had a meeting at the University of North Dakota in Grand

Forks, and was able to pace trains on the Soo Line from Thief River Falls, Minn., to the Canadian border. After a meeting at the University of Massachusetts in Amherst, I was able to spend the weekend exploring New England scenes before the Guilford consolidation.

"I brought back samples of trains on Maine Central, Canadian Pacific, Bangor & Aroostook, and Boston & Maine. I went by the famous East Deerfield Yard bridge, and had some interesting conversations with the fans who gathered there. My Texas accent was certainly an unusual event for the regulars."

Lamb also traveled extensively with an Austin fan, Robert Macdonald, who had a four-wheel-drive, diesel-powered truck that could go off the road. "With an SP permit, he and I would explore good photo locations on remote maintenance roads, which were quite rugged and used for construction equipment. During a dozen or more trips, we have probably driven almost the entire distance on the Sunset Route between Houston and Tucson, Ariz., except for stretches that clearly are not accessible.

"We also went northward on the Golden State Route as far as Tucumcari. In recent years, I worked in Albuquerque at Sandia Laboratories for short periods in the summer, and I was able to explore Santa Fe's double-track main line in the Belen and Vaughn areas."

One of Lamb's most enjoyable trips was to British Columbia, where Dave Wilkie, whom he met through Wiley

While in Raleigh, Lamb heard through friend Bill Swaltney about the imminent demise of N&W's ex-Virginian electrification. On his June 1962, trip to Roanoke (right), Lamb found a bridge near Singer and waited until freight 72 showed up at dusk.

Seaboard's station in Raleigh was a hangout close to Lamb's home. This May 1962 portrait (below) of E4 3002 on the *Silver Comet* was one of many night photos he took while living in the capital city.

On a June '62 afternoon at Apex, N.C. (bottom), an RF&P F7 leads five Seaboard Geeps on Potomac Yard (Va.)-Atlanta hotshot 27 by the Durham & Southern interchange and a D&S Baldwin RS12.





Bryan, hosted him. "Dave was a retired engineer from the British Columbia Telephone Company who was gracious enough to show me around the Frasier and Thompson River canyons areas as well as Lillooet and other spots on the British Columbia Railway. I found that it was almost impossible not to get good photographs in that country."

Photographing close to home was not as productive. Austin is the capital of Texas, but it has never been a major rail center. Missouri Pacific's first crew stop north of San Antonio was 30 miles north of Austin, at Taylor. The first crew stop for the Katy out of Waco was in Smithville, 50 miles to the southeast. Austin always has been a run-through city with a few small industries. "So after I moved west, it became more of an all-day chore to get out and take pictures, whereas in Raleigh there were two yards and the passenger station only about a 10-minute drive from my apartment."

Lots of variety, lots of favorites

As with most photographers, Lamb has difficulty picking one or two favorite experiences or photos. "If I look at my steam shots, I am happy with the coverage of Illinois Central in southern Illinois and Kentucky. I also made a trip to the Missabe Road in Minnesota and got a few shots of their 2-8-8-4's. In Ohio, I got great shots of the B&O *Cincinnatian* and the New York Central Hudsons."

For later years, he is hard pressed. "Like with most people, the Santa Fe Warbonnet scheme was always a favorite. I got a few pictures of Southern Pacific's 'black widows' after moving to Texas. I am pleased I photographed the early diesels on the GM&O, and New York Central's Baldwin Shark-noses. I also got the Baldwin diesel-hydraulic unit used on the lightweight passenger train, the *X-plorer*, which ran every day between Cleveland and Cincinnati. I liked colorful schemes, even for black-and-white film. Conversely, the solid blacks of Illinois Central and Norfolk & Western didn't appeal to me. In the South, there were some colorful lines such as the Southern, L&N, ACL, and Seaboard. The Pennsy's dark Tuscan red was not too great to photograph."

"As I look back, I am glad I have been able to see and record as much as I have. It pleases me when people tell me that my photographs have brought back memories. Although I enjoy taking the photograph, I also enjoy producing the

image in the darkroom, because I am participating in the creative process much more than when I mail color film for someone else to process."

Lamb looks forward to his retirement challenge—showing more of his work to the public. He regrets he did not get to more places, but feels privileged to have started at an early age. "Almost any development today will be covered thoroughly, whereas in those early days, there were relatively few photographers in certain parts of the country."

His legacy? "When I am too old to print and when I pass on, I hope that people will use my photographs as a way of seeing what railroading was like, particularly from 1950 to 1975, before the number of photographers became quite so large." ■

JOHN GRUBER, of Madison, Wis., is a contributing editor to CLASSIC TRAINS and president of the Center for Railroad Photography and Art. A longtime contributor to TRAINS, Gruber also served as editor of Vintage Rails magazine.





One of Southern Pacific's three double-engine EMD DD35's (upper left) spices up a diesel consist behind a U25B and a GP35 as a westbound freight pulls out of San Antonio's East Yard and past Tower 121 to begin a 600-mile overnight run to El Paso.

On a hot September day in 1959 (above), a Tennessee Central train from Nashville to Hopkinsville, Ky., has stopped at Clarksville, Tenn., to do some switching. Meanwhile, beneath the TC train's caboose, a northbound Louisville & Nashville local behind F7 911 has done the same.

Racing through the hills near Jasper, Ala., in July 1964 (left), new black, second-generation diesels leading a Frisco Birmingham-Memphis freight display the difference in height between GE's early U25B's (which evolved from low-clearance export designs) and EMD's GP35's, which on some Frisco examples had their air tanks on top to allow for larger fuel tanks to be installed under the frames.

The Wreck at Little Falls

One night in 1940, something went tragically wrong
for NYC's *Lake Shore Limited*

By Ben Alabastro

"Y GOD! THERE HAS BEEN A TERRIBLE ACCIDENT." A frightened woman was phoning the New York State Police on the night of Friday, April 19, 1940, to report a disaster on the New York Central Railroad at Little Falls. The engine, tender, and 10 of the 15 cars of train No. 19, the west-bound *Lake Shore Limited*, had derailed, killing 31 passengers and crewmen and injuring 51 other passengers. Many consider it one of the most disastrous wrecks in Eastern rail history. Let's look at some of the events leading up to the tragedy.

In the late 1890's, the *Lake Shore Limited* was the train to take between New York and Chicago. After NYC's introduction of the *20th Century Limited* in June 1902, the *Lake Shore* became a little less popular, and by 1940, the once-famous flyer had taken a secondary role to other trains such as the *Commodore Vanderbilt*, *Ohio State Limited*, and *New England States*. But the *Lake Shore* was still a good workhorse for Central's "Great Steel Fleet." The train left New York and Chicago about mid-evening and arrived at the other end in the early afternoon, giving its riders a nice, relaxed ride.

Business on the Central in 1940 was booming. The famous four-track main, a Central trademark, was in constant use. Dispatchers' trainsheets for that period showed more than 100 movements a day through Little Falls including passenger, through freight, local freight, and pusher service. The Mohawk Division, as the main line in the area was then known, extended just over 136 miles between Albany and Syracuse. Much of the land was flat (remember, it was "the Water Level Route"), except for the 1.63 percent grade out of the Hudson River valley at West Albany. The division had numerous curves that required slowdowns, however. Little Falls' Gulf Curve, 73 miles west of Albany and 216 from New York City, where the accident happened, was so sharp (7 degrees, 24 minutes by engineers' standards), that locomotive engineers—even those on the mighty *Century*—had to slow their passenger trains to 45 mph.

The night of April 19 was a Friday, and travel was heavy because of the weekend. No. 19 left Grand Central Terminal on time at 6:51 p.m., and after the exchange from electric to

steam power at Harmon, was led by one of Central's fine J-1 Hudsons, No. 5323. Between Harmon and Albany, however, the Hudson Division engineer reported that 5323 was not steaming properly. Employees at Albany were notified, and sister engine 5315 was coaled, watered, and readied to take over on the journey west.

Because of the malfunctioning 5323, the *Lake Shore* arrived at Albany 14 minutes late. Attaching the 5315 to the train, with the requisite air-brake tests, took another 7 minutes, putting the train 21 minutes behind schedule out of Albany at 10:09 p.m. The brakes functioned perfectly, and the train made a normal station stop at Schenectady. The trip was progressing smoothly, and the engine crew (engineer J. G. Earl and fireman J. Y. Smith, plus Road Foreman of Engines Andrew Bayreuther, on board that evening) re-

marked how well the 5315 was performing. It was using very little coal or water in pulling 19's two head-end-revenue cars, three coaches, one dining car, and nine Pullman sleepers.

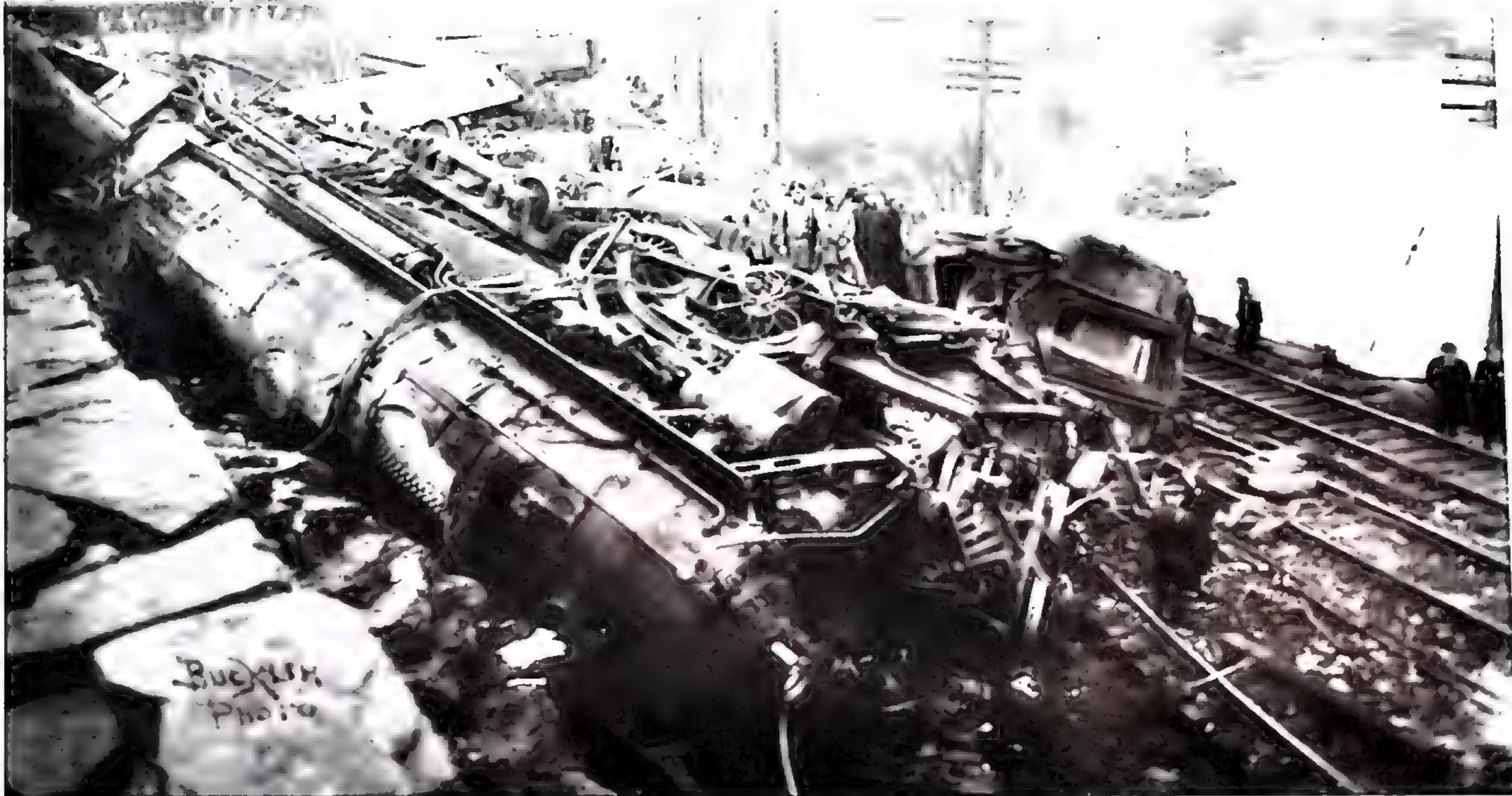
As the train would approach about 2 miles from Gulf Curve, signal indications would show "proceed," or a green-over-yellow aspect. This system was set up to allow the engineer to proceed around the curve at a graceful 45 mph. The engineer also had to disengage an automatic forestalling device on the locomotive, or else it would set up the brakes and stop the train. Engineer Earl did forestall, and the train proceeded toward Gulf Curve. To slow the train for the curve,

Earl would have to give a 15-lb. reduction on the air. But for some unknown reason, the air was only reduced about 11 lbs., so the train entered the curve at about 60 mph.

Road Foreman Bayreuther noted that the speed seemed excessive and told Earl to make another reduction. Instead, Earl shut off the throttle and tried in vain to retard the engine. Experienced engineers know they do not just start and stop a locomotive. It's a timely process to work an engine to capacity to get rolling, and the air has to be applied well in advance for a slowdown. Earl's "retarding" attempt on the *Lake Shore* was fatal, because a combination of excessive train speed, a heavy run-in of slack action by the cars, and a last-minute application of the brakes all teamed up to cause the locomotive to jackknife around the curve, causing the



LITTLE FALLS EVENING TIMES: ED GREGORKA



LITTLE FALLS EVENING TIMES

The *Lake Shore's* derailed J-1 Hudson locomotive 5315 and five cars are visible in the overall view above. Pullman 12-section, 1-drawing-room sleeper *Red Ash* was torn open (right), and a rail protrudes from its vestibule (left).

train to derail. This occurred at 11:33 p.m.

As the 5315 left the rail, it turned over on its right side and traveled 396 feet, crashing against a stone wall. When this happened, the jagged rocks of the wall punctured the boiler, causing an explosion. Fireman Smith was instantly killed; engineer Earl died three hours later. The tender and 10 derailed cars made the *Lake Shore* look like a distorted reptile. One of the head-end cars was destroyed, as was a coach. A set of trucks from one of the head-end cars came through the coach's roof and landed inside. Two sleeping cars had their roofs torn off and were demolished. A third, *Red Ash*, had a rail penetrate through the vestibule and body sheets and project into the hallway inside. Two other Pullmans received extensive damage. The diner and other cars had interior damage, but the last four cars were not damaged. Costs were estimated at about \$1 million. No. 5315 was scrapped, the only NYC Hudson not repaired after a wreck.

The wreck blocked all four tracks. Trains were rerouted on NYC's West Shore line between Rotterdam Junction west of Schenectady and Schuyler Junction just east of Utica.

After the tragedy, exhaustive research and investigations were carried out by the Interstate Commerce Commission, the New York state Public Service Commission, and the New York Central. Everyone from Road Foreman Bayreuther to car inspectors involved before the train's departure was interviewed. Equipment was studied and inspected, including ties, spikes, and even angle bars.



LITTLE FALLS EVENING TIMES: ED GREGORKA

Theories as to the wreck's cause included a spread rail, slippery rail, a broken wheel on the engine, and even sabotage. These were all disproved. A similar wreck at Little Falls' Gulf Curve had occurred in 1903 when a newspaper train derailed, killing the engineer and fireman. Like this 1940 tragedy, the 1903 wreck was caused by excessive speed.

We will never know why the engineer of No. 19 did not reduce the air enough for the sharp curve. Ironically, he was due to retire from service less than a month after the fatal wreck of the *Lake Shore*. ■

BEN ALABASTRO, who describes himself as "a passionate New York Central fan," lives in Rutland, Vt.

Bringing traffic to a lovable New England carrier in its last years

By Heaton L. Bullock • Photos by Jim Shaughnessy

THE RUTLAND RAILWAY WAS DIFFERENT. As a railroad, it was shorter than most, and, with more than a few spread rails, wider than many. It often seemed to be two streaks of rust that joined nowhere with nowhere. The Rutland's territory was different, too. For years, Vermont has had more cows than people, and in the days when milk traffic was heavy, the Rutland's cash registers rang a merry tune.

When milk left the rails in the late 1950's, the loss was deeply felt. There was little other on-line business: The largest shipper averaged 10 cars a day, and the next largest about 2. The character of the line had to change. Its future lay with "overhead" traffic moving from one railroad to another, via the Rutland. Led by Gardner Caverly, the road emerged from a 12-year bankruptcy in 1950, reborn as the "Green Mountain Gateway."

When I was a towerman on the New York Central at Chatham, N.Y., I learned how the slimmed-down Rutland was emerging from years of neglect and insolvency. I was impressed. Even then, the future was grim for towers, and I had the future with my wife, Judy, to think of, so I applied to Rutland (Vt.) headquarters for a job.

A trip in March 1956 on Rutland's daily Chatham freight soon brought me to an interview. I was hired to join a 20-man sales team in whose hands the future of the revitalized road was placed. Riding through the Vermont snow in a combine car that served as a caboose, I got my first feel for the bumpy road I would soon be traveling.

My training started with operations and included a tour of the new diesel shop and dispatcher's office. The d.s. office was of interest because of my operator experience and superficial familiarity with manual blocking and operating rules. I noted the contrast between the NYC's casual regard for the wording of train orders versus the Rutland's near-reverence for each phrase. At Chatham, where Rutland operated on NYC trackage, I saw more than one screw-up avoided by a Rutland crew who refused to take incorrectly worded NYC orders.

Next, I was issued a pass to ride train

AR-2 as it made its daily local run from Alburgh, Vt., to Rutland. I boarded at Burlington about noon, riding there with Trainmaster John Lovett who gave me an operational briefing en route. While the savvy and skillful Lovett was a delight, the train trip itself was a complete bust. All I saw from the caboose was beautiful Vermont countryside.

Before the trip, I met Ray Carroll, milk agent, who told how the schedules of four locals were dovetailed with their Boston & Maine and NYC connections permitting Rutland milk from as far west as Malone, N.Y., to be in the stores of Boston and New York within 24 hours.

Milk was on its way out then, increasingly moving by highway in spite of tightened train schedules and rate cuts. Though it once handled a trainload of milk, AR-2 now carried but a handful of cars from its MA-2 connection from Malone. With the milk held on the head end, AR-2 arrived at Rutland at dusk where it was split into RX-2 for Bellows Falls, Vt., and RC-4 for Chatham. To make their mid-night deliveries, both would be gone within an hour.

Historically, most milk moved in passenger-type milk tank cars and reefers that handled 10-gallon cans of milk, cream, and cottage cheese. Most moved to H. P. Hood Co. at Boston, the largest milk receiver. In milk's final years, flatcars with slide-off type tanks were used. These moved mostly via Chatham for the off-rail plants of Borden Co. and Sheffield Farms at St. Johns Park and other New York City stations.

No wonder NYC's Harlem Division "Rut Milk" (train 88) carried a first-class schedule. To protect its pre-dawn deliveries, it really had to fly down the line to Gotham. With a guaranteed over-

night schedule, this service kept away the trucks until the very end.

Little did we know that within two years the milk business would be gone for a totally different reason. Thanks to political pressures exerted by New York dairies, legislation was passed that locked out Vermont milk from New York state markets. By the stroke of a pen, the New York milk was gone. The Boston milk soon followed—the last volume milk traffic handled by any American railroad.



The Rutland

A salesman's view



Shortly, my training shifted to the Rate Department, where I learned about railroad pricing, tariffs, and Interstate Commerce Commission regulations. I was also exposed to tariff applications, where I saw the host of pricing options that a sharp customer uses to buy the best transportation at the cheapest price. These "alternations" are the essence of the profession called "traffic management."

My tariff baptism continued with routings, what would become the bread

and butter of my Rutland days. My instructor was Al Caggigi, a great teacher. From his knowledge, I could see the Rutland's checkered history mirrored in its routings.

Out into the field

My training then shifted to the next phase: learning "how to make a call." To ease me into the tank, I was assigned to Jack Mullins, one of the best salesmen I've ever met. Although he was a newcomer to Freight Sales, Jack had a

Presenting a perhaps unwarranted image of prosperity, Chatham (N.Y.)-bound freight RC-4 poses on the Walloomsac River bridge in May 1958.

salesman's most valuable skill: how to read people. For three months, I stuck to him like glue. We made hundreds of calls and traveled thousands of miles over every back road in Vermont and upstate New York, an amazing feat considering that polio had left him with a distinct limp since boyhood.

More than once I heard customer



Carrying tanks on flatcars and more-traditional reefers, a milk train from Ogdensburg passes the joint Rutland-CV station at Alburgh, Vt., in 1951.

testimonials to his hard work. At Riverside, N.Y. (a God-forsaken lumber town in the Adirondacks), a customer exclaimed, "Last winter I saw this guy [Mullins] wading through the deepest snowbank that's ever blocked this office. Nobody else could even make it to work that day, but he limped through just to ask for our business. With that kind of loyalty, his railroad must be pretty good. He gets all our business."

The St. Lawrence Seaway construction was going full blast then. NYC got the bulk of the business, since it served most railheads on the American side of the Seaway. Ogdensburg was the exception, even though our yard there, with widely spaced tracks, easy highway access, and well-drained ground for storage, made the perfect staging area for "just-in-time" deliveries to the job site.

In contrast, NYC's yard (where interchange with a Canadian Pacific ferry from Prescott, Ontario, was made) was smaller and poorly located. To get to the Seaway from the yard by road, you had to cross a bridge over the Heuvelton River. The road bridge, located in the busiest part of the city, proved to be a blessing.

To land the Seaway business, Mullins was like a tiger after the scent visiting with the various contractors at job sites. One move involved giant crawler shovels. These 10-story-high monsters could take an earthen bite big enough to bury a house. Over a hundred carloads were required for each machine. The Rutland handled them all.

At Ogdensburg, Mullins had a po-

tent partner in our agent, Frank Murray. A native son who had served the city as mayor, Frank knew his way around town. Mullins told how Frank (always an alert public citizen) had informed the City Council of the threat to the Heuvelton Bridge posed by heavy trucks. Overnight the bridge was posted with a weight limit that effectively erased any rail competition from the NYC side of town. At the time, 105 flatcars of flood-gate units were soon to arrive from Montreal via the CP ferry. Murray and his bridge saved the day. They all moved Rutland.

First big move: Chicago

One day, I was given a complete surprise: marching orders for Chicago. After the initial shock, I sorted out my options. I had none. I correctly sensed that my Rutland future was hanging by a thread, a fact confirmed in my vain effort at salary negotiation. I was offered \$5100 per year. I suggested \$5200 for a nice, round \$100 per week. There was no compromise, not even for a measly \$100 a year. Take it or leave it! I took it.

Chicago has always been a railroad center. For the Rutland it was, too. Its Western Sales office in the 327 S. La Salle Street Building housed a six-man staff that covered the states west of New York. Adjacent to La Salle Street Station, the 20-story building was flanked by the famous rapid transit "L" tracks that define the downtown business "Loop." In the office were Assistant Vice President Oliver Crawford, District Sales Manager Ray Nova, and three salesmen who reported to Nova. Crawford also supervised one-man offices in Detroit, Cincinnati, and Seattle.

The son of Italian immigrants, Ray

Nova came from the Milwaukee Road. He knew how to work and expected no less from others. He lived in Waukegan, Ill., on the Chicago North Shore & Milwaukee interurban line—the only Chicago carrier issuing "exchange passes" that were good for commuting. Because it would be handy for my territory, he suggested that Judy and I also locate there. We did, and Nova and I car-pooled to the train when we both went to the office, saving us both a few bucks and giving him an extra hour with me for his intense coaching. Ray was the best teacher I've ever known, and I've never had a more effective or harder-working boss.

My territory included northern Illinois, Michigan's Upper Peninsula (the "U.P."), Minnesota, and Wisconsin north of Milwaukee—all big states rich with New England traffic. Nova had covered most of this territory before and knew its big potential. He continued to cover Milwaukee and southern Wisconsin.

It was big in miles, too. In New England, 100 miles is a day's trip; 200 is a journey. At Chicago, I'd often drive 300 miles before my first call on a Monday morning. A car was well broken in after a trip or two.

When I first arrived, Crawford suggested that I get a new car that could take the punishment I'd be giving it. The suggestion soon became an order. On a trip through the U.P., I was in the middle of nowhere when disaster struck. The timing gear on my old car snapped as I roared along a deserted road at my usual 90 mph. Throwing a timing gear at that speed is an unforgettable experience. Luckily, I was able to control the car. After I thumbed my way to the nearest garage to get towed, I was told that repairs would take two weeks. Why? Because everything shuts down during hunting season, an unofficial two-week holiday in the U.P.

With no other options, I caught the Milwaukee Road's *Chippewa Hiawatha* to Chicago, arriving at the office the next morning to do some paperwork and face the music with Crawford. His greeting said it all. "Get your ass up there and get a new car. Don't come back until you do!" Two days later, I did. At Norway Mich., I bought my first new car; a pink-and-white model that was the only six-cylinder coupe I could find. It was the gaudiest sales car in the territory.

At that time, I had passes on the three railroads with major Chicago-Minneapolis passenger service. The North Western was the fastest, and the Burlington was the prettiest. I chose, how-

ever, to ride the Milwaukee Road, since it served the important Mississippi River flour-mill towns of Winona, Lake City, and Red Wing, Minn., plus La Crosse, Wis. Thanks to the Milwaukee's frequent service, I was able to make a dozen calls in these four towns in one business day, a feat of which I am quite proud. Even today, half that would be considered productive.

I worked the river on each Twin Cities trip, starting Sunday evening on the North Shore to Milwaukee. There I boarded the Milwaukee Road's set-out sleeper to Minneapolis at about 9 p.m. that was picked after midnight by the *Pioneer Limited* from Chicago. I detrained at Lake City to see dawn rising over the wide lake in the Mississippi River that gives this quiet town its name. For three sleepy hours I waited for the town's only shipper to open its office.

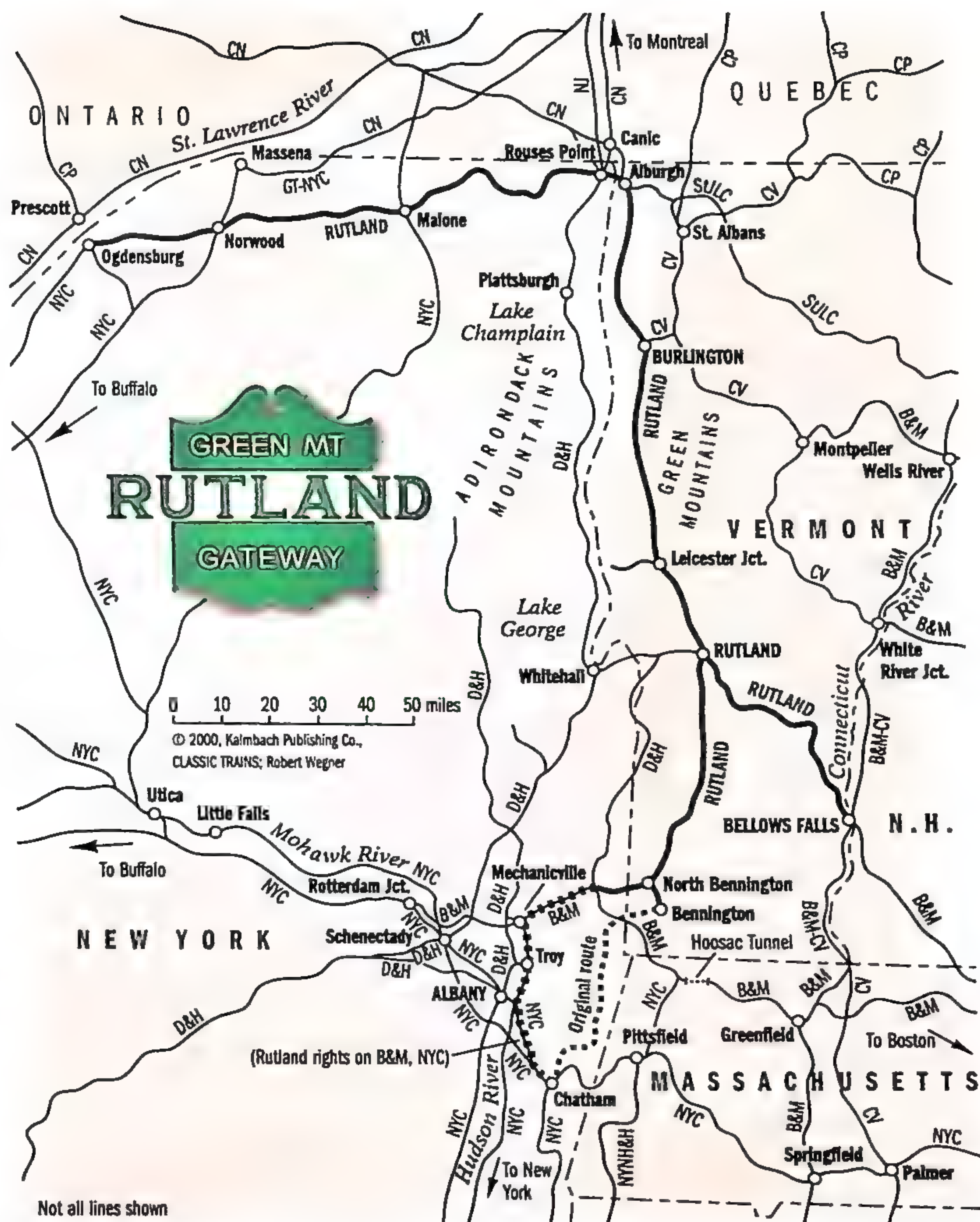
At 9 a.m., I took a half-hour ride on the northbound local to Red Wing, where I used a taxi to make four calls before lunch. My customers all ate at the town's only decent restaurant. It was an all-or-nothing affair. If you bought for one, you bought for all. Fortunately, small-town lunches were usually cheap.

After lunch, I caught the southbound *Hiawatha* for the one-hour trip to La Crosse. There, I had two hours for calls before my 5 p.m. departure on the northbound *Hi* to Winona, where a dinner with my largest flour-mill shipper was usually arranged. This customer was a New England outfit, and I always felt at home with them.

I departed Winona about 9 p.m., arriving at a Minneapolis hotel after midnight. Needless to say, I slept well. The next four days I spent in the Twin Cities. Doing business there was a piece of cake. On Friday after lunch, I rode home in the *Hiawatha's* full-length dome car. The six hours to Milwaukee and another North Shore connection went by quickly. I was home by 8 p.m. for another too-short weekend.

The rest of the territory I worked by car, basing my call patterns on the potential, the competition, and (most importantly) the mileage. Most fertile was Wisconsin's Fox River Valley, known as "the Valley," that included Green Bay, Oshkosh, and dozens of towns. It could keep me busy full time.

Next was Michigan's Upper Peninsula. Reaching the U.P. from Waukegan wasn't easy. It meant a pre-dawn start and a four-hour trip on Monday morning just to reach it. Averaging over 1500 miles, I never got home until 8 p.m. on Friday on these swings, which included



dozens of obscure towns located hours and endless miles apart. Fortunately, these miles were never boring because the U.P. had unusual driving hazards including deer, moose, black bear, and giant trees growing in the middle of its two-lane highways. Even though its great roads had little or no traffic, you had to be ready for anything. My competitors didn't make the sales investment needed to cover it. I did, even in winter and 10 feet of snow. The business was worth it, even at the cost of 2500 miles and a dozen nights on the road each month.

After two straight weeks of travel, I was ready for some time back home and a Monday in the office, where the first order of business was to pore over the daily traffic records. I couldn't wait to see the sheets. As I posted them, I saw either success or failure. It was a personal thing. At 10:15, we joined our

boss Ray Nova for coffee at a restaurant downstairs, where the four of us compared scorecards on the business we'd just posted. The low man (Nova included) picked up the tab.

This informal gathering of "his boys" (as Nova affectionately called the three of us) holds the fondest memories of my Chicago years. In my career I've had hours of training dealing with employee attitude, productivity, and morale. Nothing could be more effective than Nova's coffee breaks. Talk about peer-group motivation. My day was ruined when I had to buy.

At 11 a.m., we returned for a huddle with sales department head Oliver Crawford. We'd occasionally join Ollie for lunch at the nearby Union League, a prestigious, male-only club that dates from the Civil War. At "The Club" one day, he announced that we were dining thanks to Bob Steinbach of the Mead



C&NW: CLASSIC TRAINS COLLECTION; MILW: JIM SCRIBBINS; NORTH SHORE: JOHN GRUBER

Clockwise from right: While working out of the Chicago office, author Bullock rode the North Shore Line into the Loop. He traveled on Milwaukee Road trains to make sales calls at Mississippi River towns. Wisconsin's Fox River valley, dominated by the C&NW, was a good source of Rutland traffic.

Paper Co. Ollie was like a cat that swallowed the canary. He explained how Steinbach called to check routes on a paper machine moving via Chatham to a new plant being built in Ohio. Also, how Ollie had offered to expedite the car over its full route. Steinbach asked if the Rutland had ever handled a paper machine before and if Crawford knew what his offer would entail. He then said that this unit would be over 100 carloads, the biggest single piece of business that Ollie had ever landed.

That day, I saw the fire of his career ablaze in Ollie's eyes. He was passing the baton to the rest of us. I've never

been more inspired or motivated than I was that day. I'd go to the end of the world for that team. In six months, I almost did with my transfer to Minneapolis.

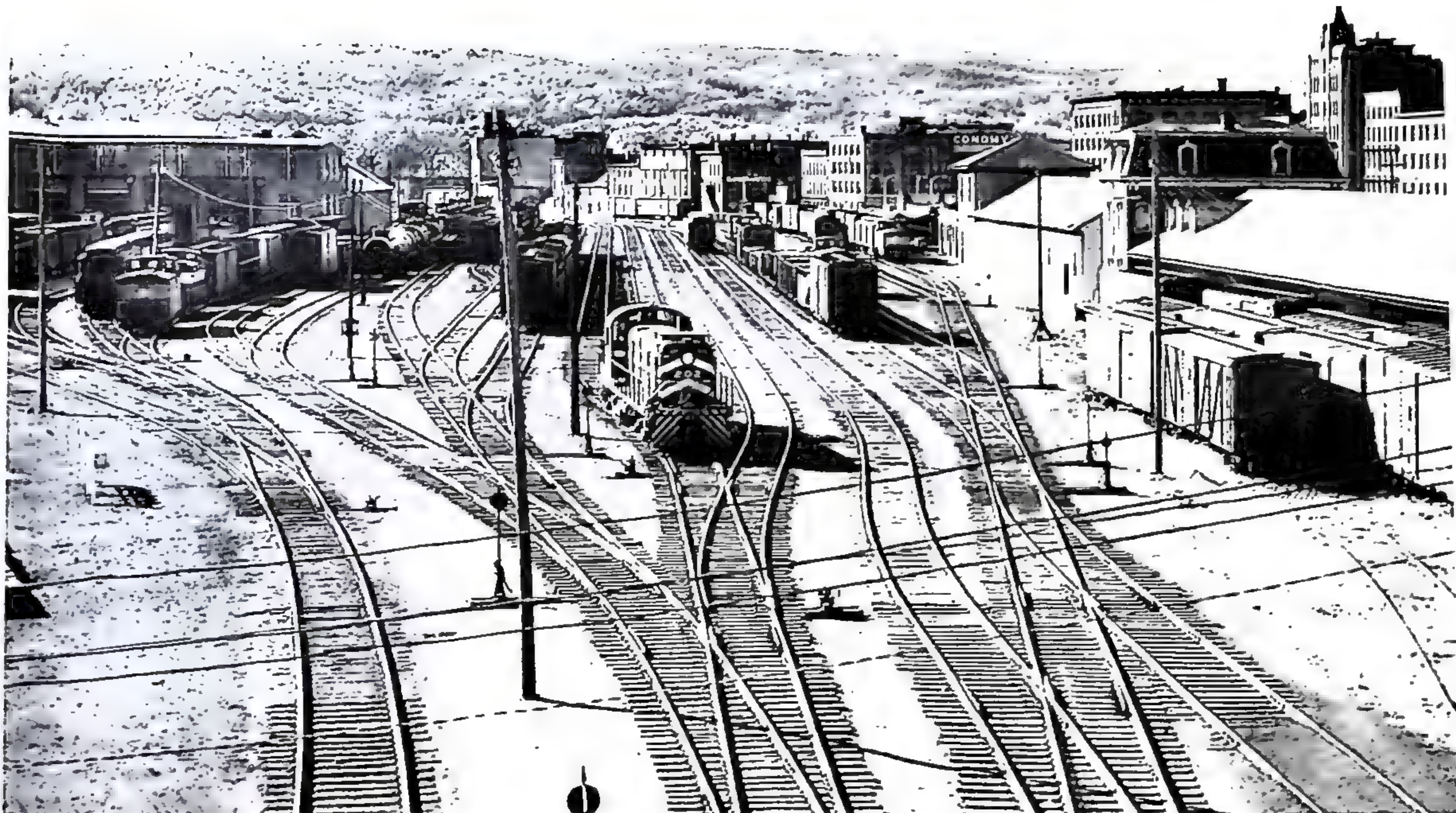
Off to Minneapolis

With the success of the Cincinnati and Seattle offices, it was decided that the Chicago territories would be further subdivided. One-man offices were opening in Kansas City and St. Louis. Nova wanted me to open a new office in Minneapolis and offered a small increase to prove it. If I'd known that my move to Chicago would be followed by another in less than a year, I would have probably quit and never left New England. But now that I was in the game, I had to play the hand that was dealt me, so it was off to Minneapolis. We found a small apartment with a little room for expansion—a good thing,

for soon our first child was born.

Most railroad offices there were in the low-rent Metropolitan Building, a Victorian sandstone mausoleum that was beautiful in its ugliness. Our office, on the ninth of its 15 floors, was on the sunny side of the building overlooking the Mississippi River. It was equipped with refinished furniture and a used typewriter that was good for six carbons if you pounded hard enough to make your wrists hurt. These were the "good old days" before copy machines, air-conditioning, and other modern office equipment, when you'd have pages of sweat-soaked carbons stuck to your arms or blown off your desk in a welcomed summertime breeze.

In most major cities, there are trade associations, called "traffic clubs," where carriers and shippers get together. I belonged to five of them, the largest of which was the Minneapolis



Traffic Club. Within the auspices of the MTC were the "off-liners," a group of approximately 20 lines having Minneapolis offices but not physically serving the Twin Cities. This tightly knit bunch held a daily coffee klatch at a large round table in the Grain Exchange Building cafeteria, at which all rail shippers were welcome. It began precisely at 10 a.m. and, 20 minutes later, ended just as abruptly.

Anything worth sharing was fair game. A salesman could always replenish his supply of jokes at the "round table." If you failed to show when you were in town, its unwritten rules obligated you to cough up one nickel for each member then attending. Some days it could get expensive. Also, anyone getting a promotion or getting his name in the paper had to buy. I never was so lucky. Most of us were competitors. From our competition developed mutual respect and some of my best friendships.

It was not unusual to see competitors make joint calls or even entertain together. One summer day I rode with a competitor, whom I'll call Bill, to a golf outing in Winona. We both decided to make calls on the way, including a high-volume shipper at Red Wing whom I'll call Lloyd. I used to call him much worse.

Lloyd liked entertainment. He liked dinners, theater—you name it. He espe-

cially liked golf, and new golf clubs even better. He wasn't ashamed to say so, and was so pointed about it that it was embarrassing. Most lines played his game. In doing so, the carrier held onto the business that its service should have rightfully earned.

Bill couldn't afford Lloyd's game very often, if at all. That day, Lloyd dropped pointed remarks indicating that Bill's business was cut off pending some entertainment. The cards were all face-up, in front of witnesses, yet. Lloyd did have guts. All the way to the outing, Bill was furious. After the dinner, we flowed to the bar for a nightcap and joined a dozen other "off-liners" doing likewise. Bill was still burning. With a few more drinks, he tried to smother his flames and drown Lloyd at the same time. He could take it no longer. With the dignity of an orator, he laid it all out. As he shared the details of Lloyd's demands, the dozen of us present cheered with every word. "What are we going to do with the bum?" he asked. "The bastard is bleeding us dry!" With one voice, we all joined in "Crucify him! Crucify him!"

Then, we did something that I've never seen before or since. With drinks in hand, we toasted our friend Lloyd and took an unwritten oath to help cure him of his disease. From that day on, there would be no lunches, dinners, or anything. Nothing but pure business calls. It worked. The whole fraternity

Heart of the Rutland was its yard and shops in its namesake town. This 1957 photo of just-arrived RS3 202 looks north; today you see a mall here.

shut him off. Even the truckers, the barge lines, and the boys from Chicago joined in. Talk about honor among thieves, collusion, and restraint of trade. I saw them all that day. I saw free enterprise at work, Minnesota style.

Alcohol was a fact of life in Minnesota. In my sales years, I've never seen more drinking, anywhere. Even Manhattan, at its worst, can't compare. Where else could you see a customer down nine martinis on an empty stomach and remain cold sober?

One fellow, who loved his booze, allowed his choice of routings, like his mind, to be clouded by whiskey and those who gave it to him. Dinners with him weren't cheap because his wife, his partner in crime, usually came too. Instead, some salesmen would buy a jug of his favorite brand and discreetly leave it in his conveniently unlocked car in the plant parking lot. More than one visitor, he claimed, had poached on his assigned slot and was thus the unsuspecting beneficiary.

From the beginning, I decided that his business was worth the investment to play his game. I refused, however, to use the bottle routine. If he drank my booze, he'd have to hear me talk. It helped to even the score.

Rutland's rates and routes

WITH LITTLE ON-LINE BUSINESS, the Rutland depended on the routing of bridge traffic over its lines. Eastbound, these routes applied to stations on the Boston & Maine, and beyond, via Bellows Falls. They applied only via the lines through Canada and Suspension Bridge (Niagara Falls), N.Y., thence via NYC's old Rome, Watertown & Ogdensburg line to Norwood, N.Y. Westbound, the Bellows Falls routes applied, in reverse, offering New England's unique Differential Freight Rates to the Midwest.

The "Differential" was a fixed cents-per-hundred-pounds discount pegged below the regular, "Standard" rate. It ranged from one cent to a high of five cents, depending upon the class of freight involved. Applying only via the Rutland and the Canadian lines, it was a small selling point whose value shrank over the years as rates rose with inflation. It was gone by the 1970's.

All these routes and the rates behind them were published in tariffs regulated by the ICC. Under today's deregulation, railroads are virtually free of pricing restraints and do most of their business on a wholesale basis using contract rates negotiated with shippers. Tariffs and virtually all routing

competition are things of the past.

In Rutland days, however, the tariff was everything because these letter-size documents had the force of law behind them. They contained our "through routes" that a shipper could choose for multiple-line shipments. Publishing a route was not easy, because each carrier in the route had to agree to the split, or "interline division," of revenue.

Rutland had enviable interline divisions, the most generous of any New England bridge line. As example, look at the divisions from Boston to Chicago, where B&M earned 18 percent, Rutland earned 22 percent, and NYC earned 60 percent. On a mileage basis, the split appears fair, but the Rutland was getting the better end of the deal.

Remember, these were the days when freight-car rentals were calculated on a flat, daily, "per diem" basis. With over 75 percent of Rutland's overhead cars clearing the line prior to the governing 11:59 p.m. "witching hour," the road could avoid substantial per-diem fees. When you compare Rutland's costs with the switching and the car-rental expenses that the B&M and NYC had to absorb, the Rutland's share is obviously lop-sided in its favor.

NYC and B&M preferred that traffic be routed via their interchange at Rotterdam Junction (Schenectady), N.Y., because both enjoyed more favorable rate divisions on this routing. Both lines needed the Rutland like a hole in the head, and did all they could to prove it. Dirty tricks were common. Cars routed Rutland frequently moved via Rotterdam. When the Rutland could secure the billing to document these diversions, the mistake was blamed on a clerical error caused by the similar spelling of NYC-ROT-B&M versus NYC-RUT-B&M on the billing. Our claims for deprived revenue were futile. We'd be compensated, at best, with an unrouted car usually destined for a local Rutland station we had to handle anyway. Accordingly, we asked our shippers to spell out RUTLAND and name our junctions on their billing. When told our story, they gladly complied, helping us to play our David-and-Goliath game with the NYC and B&M.—Heaton Bullock

Back to Chicago and the end

The Sales Department underwent a major shakeup. Kansas City was closed, followed by Cincinnati, Seattle, and Minneapolis. Almost half the sales team was let go, but I was lucky: I returned to the Chicago office.

I was promoted to Ray Nova's title and salary. Now under Crawford's direct supervision, I joined Nova as a peer. We split the territories along old boundaries and split Chicago equally. We got along famously, although I seldom got to see him. Waukegan was again the logical place to live and we returned remembering the friends, the car-pooling with Nova, and all the good things.

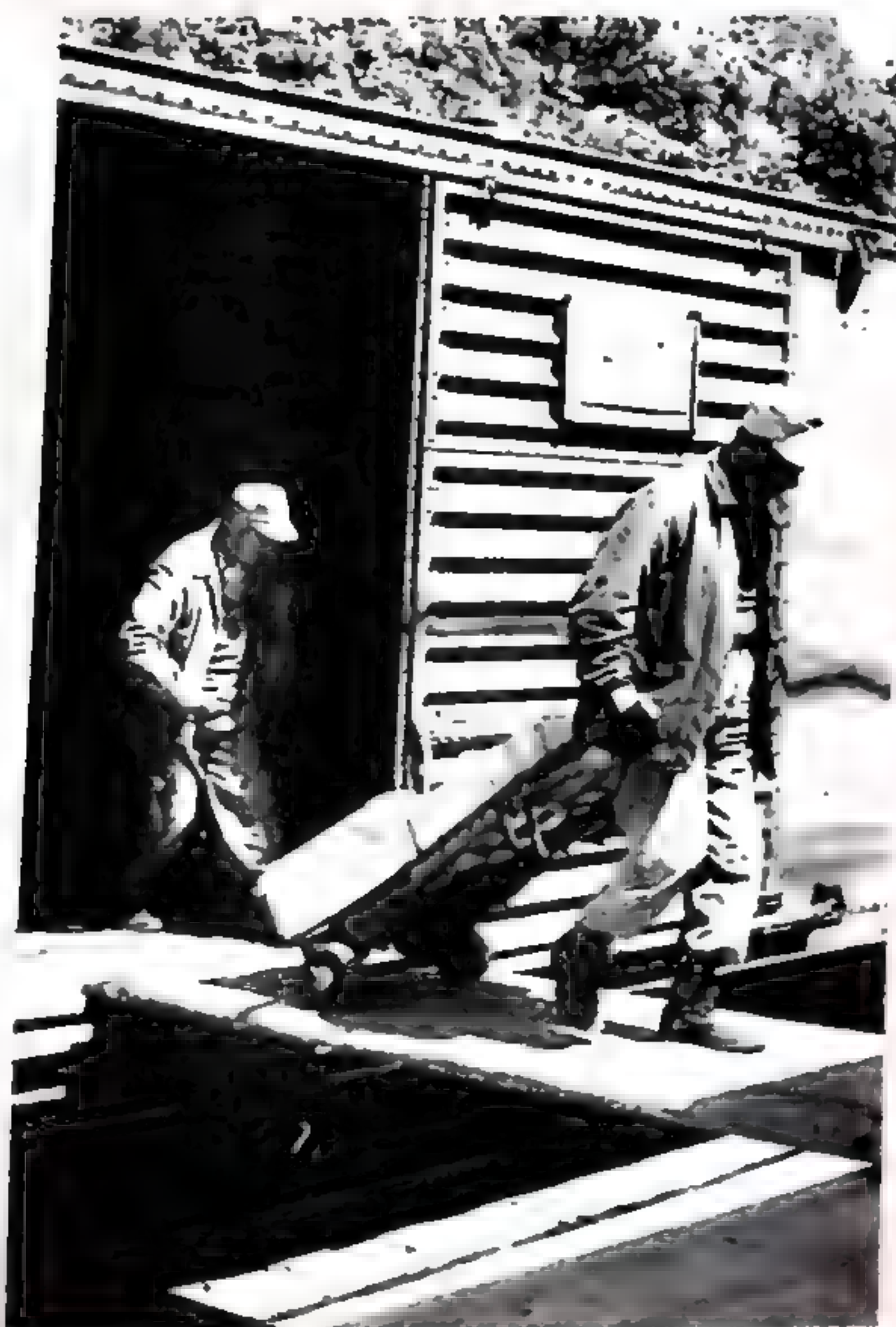
Crawford's job was cut to Western Sales Manager as Rutland crowded him and expected more than he could or would give. Then he was "summarily" retired, and it wasn't pleasant.

After Crawford's departure, Nova took over. Now it was just the three of us. Nothing had really changed, just a few more calls to cover. In a few weeks Ollie was a memory. I never saw or heard from him again.

In September 1960, the Rutland's unions went on a strike that lasted close to a month. It was the second job action against the company in less than a decade. Passenger service died after the first one. This one threatened the railroad itself. The strike was not the unions' idea. For years they had shouldered the problem of Rutland solvency squarely with management, making concessions with liberal operating practices and reduced wages only recently restored to national "scale." No, this was William Ginsburg's strike, the culmination of his frustrations with railroading. Rutland's president wanted to run it like his other businesses: No regulation, no unions, no problems.

He probably saw the writing on the wall. With the growth of motor competition and the declining base of New England traffic, I'm sure he also knew that the Rutland was living on borrowed time. It had to be lean and mean for its uphill fight. Thanks to the efforts of his predecessor, Gardner Caverly, he had a streamlined plant. His problem now was the unions.

First, he went after the train crews' sacred cow, the "basic day's pay." Then, as now, crews earn a day's pay for each 100 miles or eight hours worked. Like most railroads, Rutland's terminals were located at approximately 100-mile intervals: Malone, Alburgh, and Rutland. Ginsburg wanted to establish Burlington as a central point from which crews could easily work 150 miles within



Crewmen unload some less-than-carload-lot (l.c.l.) freight at Florence, Vt., in 1958.



eight hours. The unions didn't agree.

Other lines were looking at the mileage formula, too. Ginsburg could be lighting a fire that could quickly spread. He and the Rutland, if need be, must go. Ginsburg was new at this game; fortunately for him, the local union people were rookies too. Because of their procedural mishandling, he could use a technicality to enjoin the strike, forcing the unions back to work. Under the Railway Labor Act, wage-related disputes are "Major Issues." All others can be enjoined in the courts, but Major Issues cannot. Because the dispute wasn't wage-related, Ginsburg got his injunction and a year's reprieve.

We were all furloughed during the four-week strike. To boost my unemployment compensation, I moonlighted for the Democratic Party making door-to-door house calls that helped elect Jack Kennedy. For a lifelong Republican from Massachusetts, this was painful. Understandably, when I was called back to work, I was raring to go. At first, we concentrated on sales calls, believing we couldn't spare the time and cash for entertainment.

The strike forced our customers to change their car routings, and we played hell trying to get them back. We knew we weren't forgotten, but you couldn't prove it from our records. We realized we had to do it the hard way, with entertainment, which was the

thing that all of us did best.

Nova convinced Clifford that cutting expense accounts was like sending out a plumber without tools. With the railroad's future hanging by a thread, Clifford had to agree. With his green light, I was on the road for five days at a shot, and I went through the territory like a buzzsaw. One week, I had four dinners and five lunches with shippers. All that plus golf, too. I was worn out, and I'd just turned 30.

Slowly, the business came back in a trickle, and then, by Rutland standards, a flood. Thanks to the dozen of us left on Ginsburg's slimmed-down sales team, he had his railroad up and running again. Unfortunately, he didn't realize how lucky he'd been. He continued his fight with the brotherhoods. This time it was final.

In September 1961, the unions called the Rutland's third and final strike. The dispute was still the mileage issue, but this time it included wages, making it a Major Issue. An injunction wouldn't work. Like Casey at the Bat, Ginsburg had three strikes. Now he was out.

On September 25, our secretary Florence Dugan, Ray, and I were in the office when we got the message. It was 3 p.m. Chicago time, when Rutland called, ordering us to close the office at the end of the business day. In Rutland, where it was 4 p.m., that was only one hour away. We waited the extra hour

Too often, Rutland trains looked like the Burlington local of March 3, 1957, heading northbound at Vergennes, Vt., with just a single boxcar.

until 5. Even though those extra minutes meant nothing to others, they did to us. We kept ourselves busy doing the things we'd usually do at the end of a normal business day.

I remember the office as we left it—a beautiful, richly paneled place that greeted you when you entered it with a handsome picture of a Rutland steam locomotive. After we locked the door, we reverently slid our office keys under it and silently paused to look at each other. We were like a family that had just buried a loved one. Each of us said a prayer of thanks for the privilege of being Rutlanders. ■

HEATON L. "MIKE" BULLOCK returned to the NYC, where he held various sales positions, including head of the Southwest Sales Region. On Penn Central, he handled National Accounts and Marketing for the rubber and machinery industries. With Conrail, he served in various capacities in the Station Department until he retired in 1990. He passed away in January 1999. This is a condensation of an article first published in the Rutland Railroad Historical Society's Newsliner.

For more on the Rutland, visit our website: www.classictrainsmag.com

Photo Classics

Chicago & Eastern Illinois 4-6-2 1015, a 1912 Baldwin, wheels a train heavy with head-end cars northbound near Chicago's 21st Street junction in summer 1946. The sun angle suggests the train is the *Dixie Mail*, nearing the end of its 287-mile run from Evansville, Ind. (with through cars from New Orleans and Nashville), to the Windy City's Dearborn Station.

TOM HARLEY; AL CHIONE COLLECTION





DAVE WALLACE; AL CHIONE COLLECTION

In fall 1946, Chicago, Rock Island & Pacific Alco DL103b is seen with a *Rocket*—probably a Peoria or Des Moines train—between 16th Street interlocking and Englewood Union Station on the South Side of Chicago. Built in January 1940 as the prototype for Alco's line of distinctive streamlined passenger diesels, No. 624 was the only DL103b produced.



Photo Classics

Union Pacific 4-8-4 Big Boy 4013, its throttle wide open and its stoker pouring in coal, struggles toward Wyoming's Hermosa tunnel with a westbound freight under the low-hanging clouds of a damp May 9, 1954, in a classic Sherman Hill portrait by Bob and Art Stensvad.







TOM SMART; DAN POPE COLLECTION

On the double-track iron of the "Short Line" to Cincinnati, an EMD GP30 and two big Alco Centurys, a 628 and a 630, roll Louisville & Nashville freight 72 through Anchorage, Ky., on October 19, 1969. The train is laden with hi-cube boxcars of automobile components.

Merger into L&N is just 3 months past, and not in evidence here, as 1½-year-old Monon GE U23B 607 splits a pair of semaphores in the Broad Ripple section of Indianapolis. The train is inbound from Chicago on November 7, 1971.



TOM SMART; J. DAVID INGLES COLLECTION



GORDON GLATTENBERG

Long before the creation of the California State Railroad Museum, Southern Pacific EMD E9 6051, now enshrined there in *Daylight* colors, leads two E7A's and two E7B's east through Mescal, Ariz., between Tucson and Benson. The five E's are on SP train 2, the combined *Sunset* and *Golden State*. Later on this November 21, 1965, at El Paso, the train will be split into sections for New Orleans and Chicago.

Two A-B pairs of Alcos, a 3200 h.p. FA2-FB2 set leading a 3000 h.p. FA1-FB1 duo, display their original *Eagle* paint scheme as they head north with a Missouri Pacific freight at San Antonio, Texas, on a February 1960 evening. The classic cabs are on short time, for all of MP's Alco road units would soon become trade-in fodder for a big order for EMD GP18's, which were delivered wearing the Alcos' trucks.

JOHN BUCHANAN; R. R. WALLIN COLLECTION







WILLIAM D. MIDDLETON



FRED H. MATTHEWS JR.

A big green-and-yellow 1100-series car (above) of the Milwaukee Electric Lines interurban system—"TM" to locals—is nearing its downtown destination on a run from the west in March 1948. Today, a freeway interchange towers over this location, and the TM tracks are long gone.

Bamberger Railroad's orange-and-cream car 326 (left), running as train 11, the 4 p.m. local north to Ogden from Salt Lake City, skims up the 1 percent grade toward Kaysville, Utah, on September 1, 1950. The 1913 Niles product has just passed under U.S. Route 91-A.

Lehigh Valley Transit car 1005 (opposite page), a high-speed lightweight built for Cincinnati & Lake Erie, heads south on its run from Allentown to Norristown after pausing at Sellersville, Pa. The "Liberty Bell Route" called it quits in 1951, not long after this photo by John Stern.

FOLLOWING PAGES: You'd probably call 'em ugly, but this A-B-A set of Central Railroad Co. of New Jersey Baldwin "baby-face" units does present a classic image of first-generation diesels as they roll a freight east at Cranford, N.J., in September 1962. Photo by John Buchanan, from the R. R. Wallin collection.

Photo Classics





By train to Anaheim, Azusa, Cucamonga

An old radio-show gag was just a collection
of L.A.-area place names—or was it?

By Curtis L. Katz • Illustrations by the Author

ANYONE ACQUAINTED WITH radio's old "Jack Benny Program" knows the routine—Jack and his friends are at a train station waiting to depart on a journey, when an announcement echoes through the wait-

ing room:

"Train leaving on track five for Anaheim, Azusa, and Cuc . . . amonga."

First heard on the Benny broadcast of January 7, 1945, this line—intoned by Mel Blanc—became one of those running gags that made the Benny show so delightful.

Actually, the joke behind the line

was more than just a litany of funny-sounding place names. With the stolid solemnity usually reserved for calling transcontinental limiteds, the train announcer was describing a train that apparently wandered aimlessly among rural suburbs lost in the orange groves that surrounded Los Angeles in the days before urban sprawl.

Anaheim, 28 miles southeast of downtown L.A., was settled in 1857 as a German agricultural colony. Its name means, essentially, "home by the Santa Ana River." Azusa, 23 miles east of Los Angeles, was laid out in 1887 as another agricultural community. It took its name from that of a nearby hill, a name which came from a local Indian word that turned out to mean "skunk place." In later years civic boosters con-

strued this unpleasant name to mean "everything from [unclear] in the USA."

Some 20 miles south and Azusa is Cucamonga, the origin of the name, having originated as a Spanish rancho in the early 1800's. The "kooky" alliterative name came from a Shoshone Indian word meaning "sandy place." (Cucamonga may be a funny-sounding place, but at least it's not a funny-smelling place.)

I don't believe anyone on the "Jack Benny Program" ever actually rode the train to Anaheim, Azusa, and Cucamonga, although there was one show in which the train announcer plaintively pleas for people to ride the train, then sullenly announces it has been cancelled for lack of patronage.

If Jack had made the trip

But could one actually travel by train from Los Angeles to Anaheim, Azusa, and Cucamonga? Let's imagine that Jack Benny's curiosity has been piqued by this possibility, and find out. It is nearly 52 years ago, February 14, 1949, a pleasant day in L.A. Benny has just turned 39 (again), and he is cheerfully humming "Love In Bloom" as he saunters across the waiting room of Los Angeles Union Passenger Terminal. Despite the heavy wartime traffic of recent years, this grand building, with its unique blend of Spanish Mission and Art Deco architecture, still looks as new as the day it was opened, for it is only 10 years old—the last of the great stations.

As Jack approaches the ticket windows, he calls to one of the agents, "Oh, Mister . . . Mister!"

"Yeeesss," comes the unctuous response of the ticket agent (played, of course, by Frank Nelson), may I help yooouuu?"

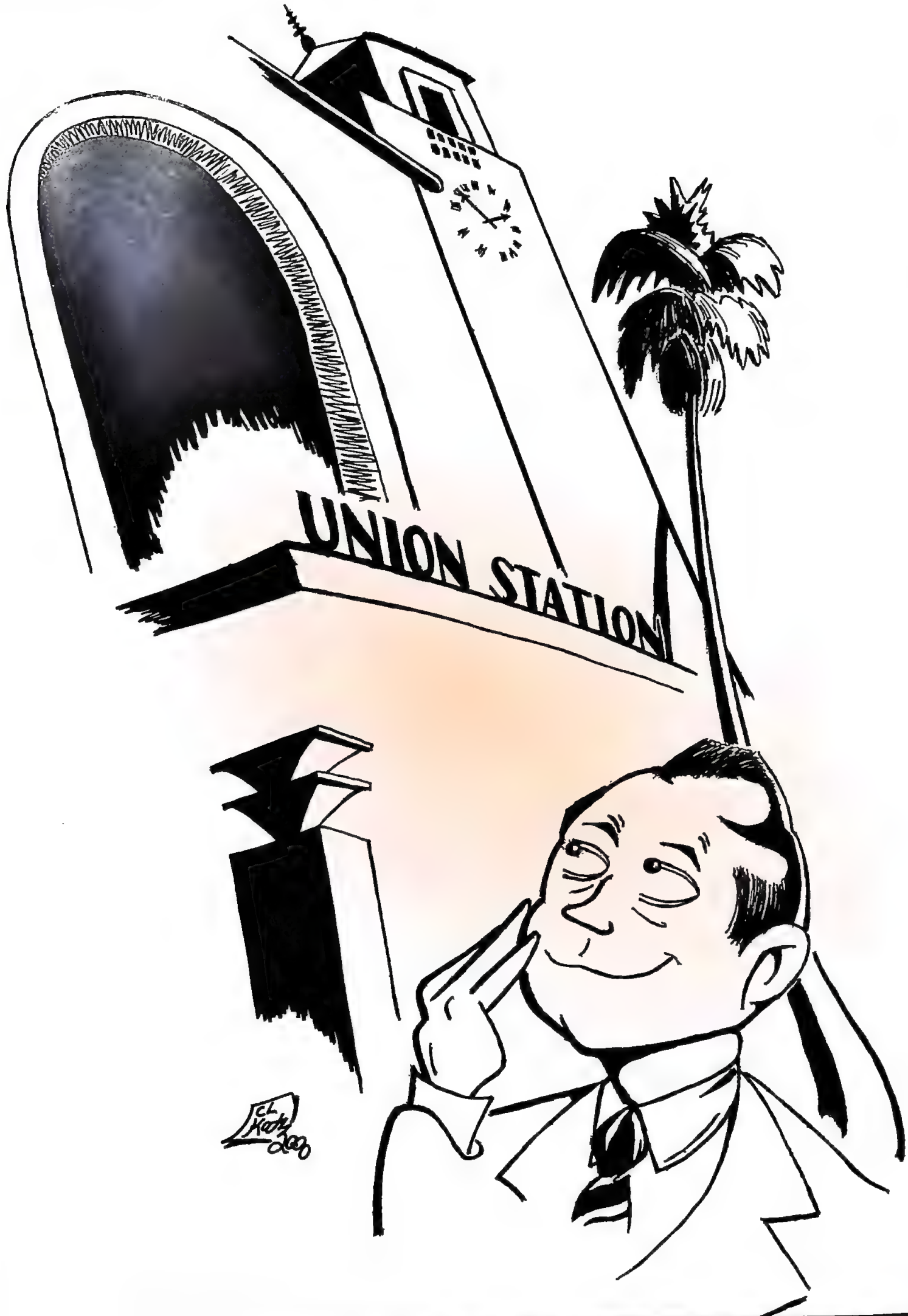
"Yes," replies Jack evenly, "you may help me. I've heard so much about your train to Anaheim, Azusa, and Cucamonga that now I'd like to take it."

"Well you can't!" comes the inevitable retort. "It belongs to the railroad!"

"Now cut that out! You know very well what I mean."

"All right, all right," whines the agent. "It's getting so a guy can't have a little fun anymore." Whereupon Nelson reaches under his counter, producing a prodigious pile of timetables, and a thick copy of the *Official Guide Of The Railways*, through which he begins paging earnestly.

After several hummed choruses of "Love In Bloom," and a Lucky Strike cigarette commercial from the Sportsmen Quarter, the ticket agent finally



resurfaces from his research.

FRANK: Well, I've planned your itinerary. You'll go "Santa Fe all the way," leaving Los Angeles at 10:10 a.m. eastbound on train 42, which arrives Azusa at 11:22 a.m., Cucamonga at 12:11 p.m., and continues on to San Bernardino.

JACK: I presume this is one of those deluxe streamliners, like the *Super Chief*. I always go first class, you know.

FRANK: It's the doodlebug local.

JACK: The what?!

FRANK: A doodlebug. A self-propelled gas-electric passenger car that also carries mail and baggage. You'll love it.

JACK: Hmmm...

FRANK: Now you'll arrive in San Bernardino at 12:50 p.m. where you'll spend the night...

JACK: Spend the night in San Bernardino?! What happened to Anaheim? And why can't I just come back on the doodlebug?

FRANK: Doodlebug. It doesn't go back until the morning. And it doesn't go to Anaheim. So you'll stay overnight in "San Berdoo," then leave westbound

at 7:10 a.m. on train 51, the morning milk run, arriving Fullerton at 8:37 a.m.

JACK: Wait a minute! Can't I travel on something a bit classier than milk trains and jitterbugs?

FRANK: That's *DOODLEBUG*!

JACK: Doodlebug, doo-wah-diddybug, what difference does it make?

FRANK: Well, if you insist, you can wait until 8:45 a.m. at San Bernardino and take train 23, the *Grand Canyon*, our inexpensive tourist train from Chicago.

JACK: Inexpensive, did you say?

FRANK: How in the world did I know that would get your interest? Now, No. 23 arrives Fullerton at 9:51 a.m., but it's a flag stop, so you have to ask the conductor, and he'll put you off. If you're nice, he might even stop the train, too.

JACK: Well, I should hope so.

FRANK: Then you wait for train 70, the southbound Surf Line mail train, which leaves Fullerton at 1:09 a.m. and arrives Anaheim at 1:19 a.m.

JACK: You mean I have to stay all day in Fullerton to catch a mail train in the middle of the night?!

FRANK: Well... Fullerton is only two-and-a-half miles from Anaheim. You could take a taxi from Fullerton to

Anaheim and catch train 75, the northbound Surf Line local, at 4:56 p.m. and reach Los Angeles at 6 p.m. the same day...

JACK: Hmm... cab fare in Fullerton is so expensive...

FRANK: ... or you could hitchhike...

JACK: *I'LL DO IT!*

FRANK: ... but that would be cheating!

JACK: All right, all right. How do I go the rest of the way by train?

FRANK: You take train 70, like I said, arriving Anaheim at 1:19 a.m., and wait there all day for train 75 at 4:56 p.m., which will get you back to Los Angeles at 6 p.m.

JACK: Wait a minute! If I've got this right, are you telling me that it'll take two-and-one-third days for me to travel from Los Angeles to Anaheim, Azusa, and Cucamonga and back, riding on four different trains, one of which is some kind of gas-electric insect to San Bernardino?

FRANK: Well, of course you could go the other way, leaving Los Angeles at 12:30 midnight on train 70, arriving Anaheim at 1:19 a.m., then taking train 75 from Anaheim at 4:56 p.m. arriving Fullerton at 5:08 p.m., connecting at 6:13 p.m. with train 54, the evening local arriving 7:50 p.m. at San Bernardino where, after spending the night, you'd take train 45, the morning doodlebug...

JACK: That's doodlebug! So there!

FRANK: ... leaving San Bernardino at 6 a.m., making a 6:25 a.m. flag stop at Cucamonga, a 6:57 a.m. regular stop at Azusa, and arriving L.A. at 8:15 a.m. That's four trains in only one-and-a-third days. But who'd want to leave Los Angeles at midnight?

JACK: Well, I certainly can't imagine.

FRANK: So, are you ready to travel?

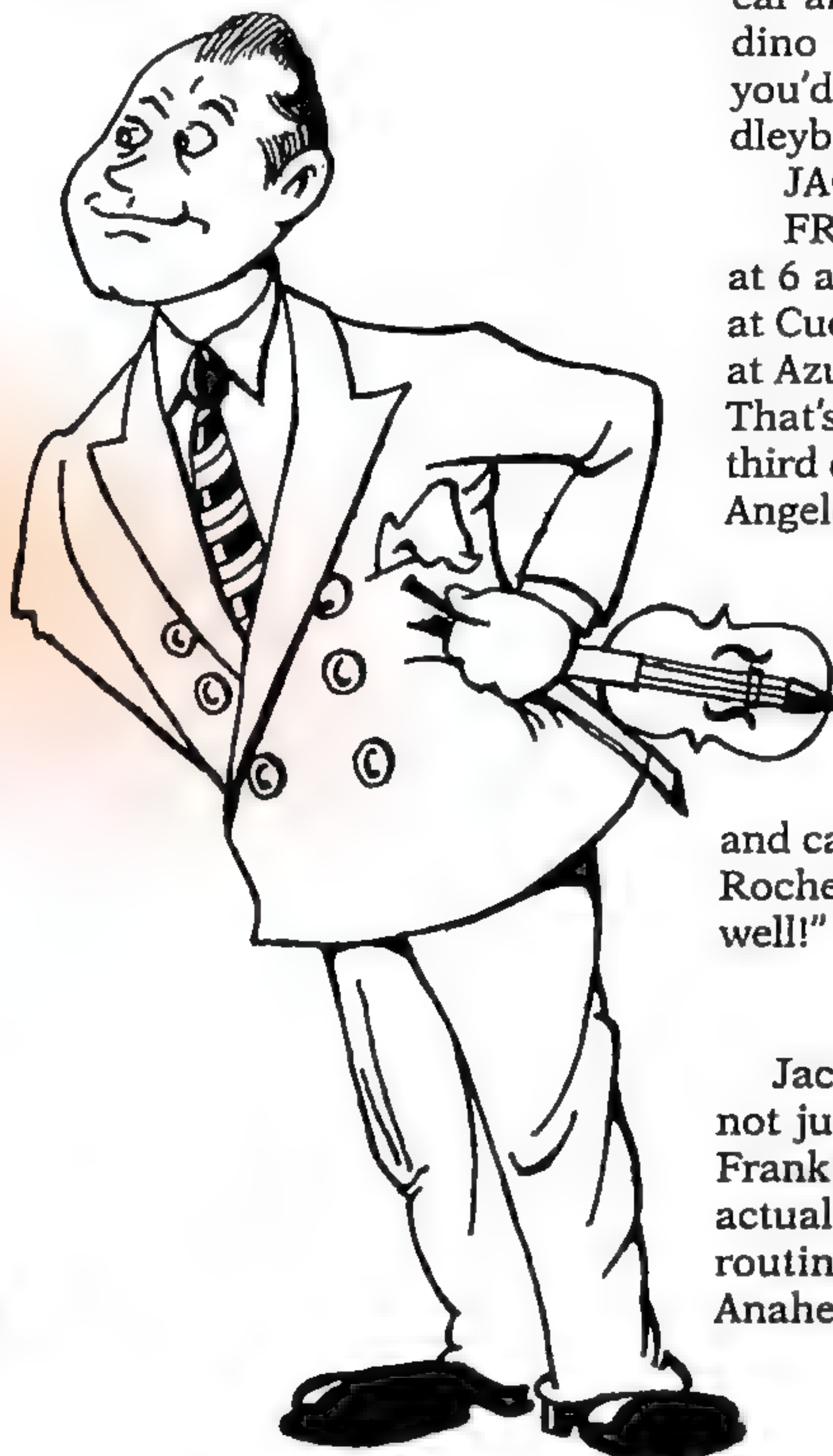
JACK: Yes, I believe I am.

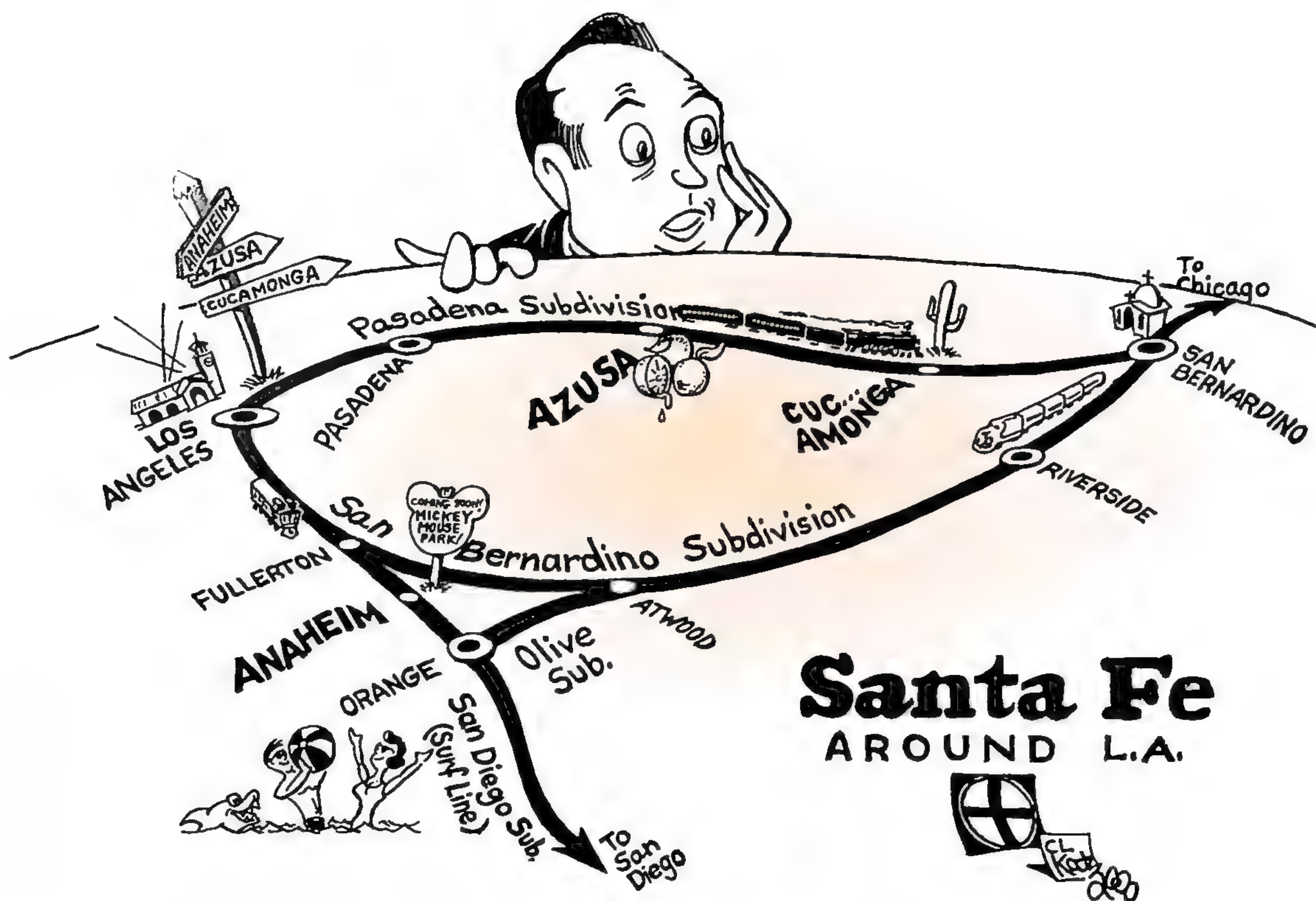
Whereupon our Jack turns and calls across the waiting room, "Oh, Rochester! Rochester! Go get the Maxwell!"

Anaheim was the problem

Jack Benny's circuitous itinerary is not just another fit of pique typical of Frank Nelson's radio persona—Frank is actually offering Jack the best railroad routings connecting Los Angeles with Anaheim, Azusa, and Cucamonga that

Spend the night
in San Bernardino?
What happened to
Anaheim? And why
can't I just come
back on the
doodlebug?





were available in 1949. The problem is Anaheim. It is not on the same Santa Fe line as Azusa and Cucamonga, and at that time it was shunned by all but one train each way per day on the otherwise busy Surf Line to San Diego.

Yet despite these details, there incredibly *once was a train from Los*

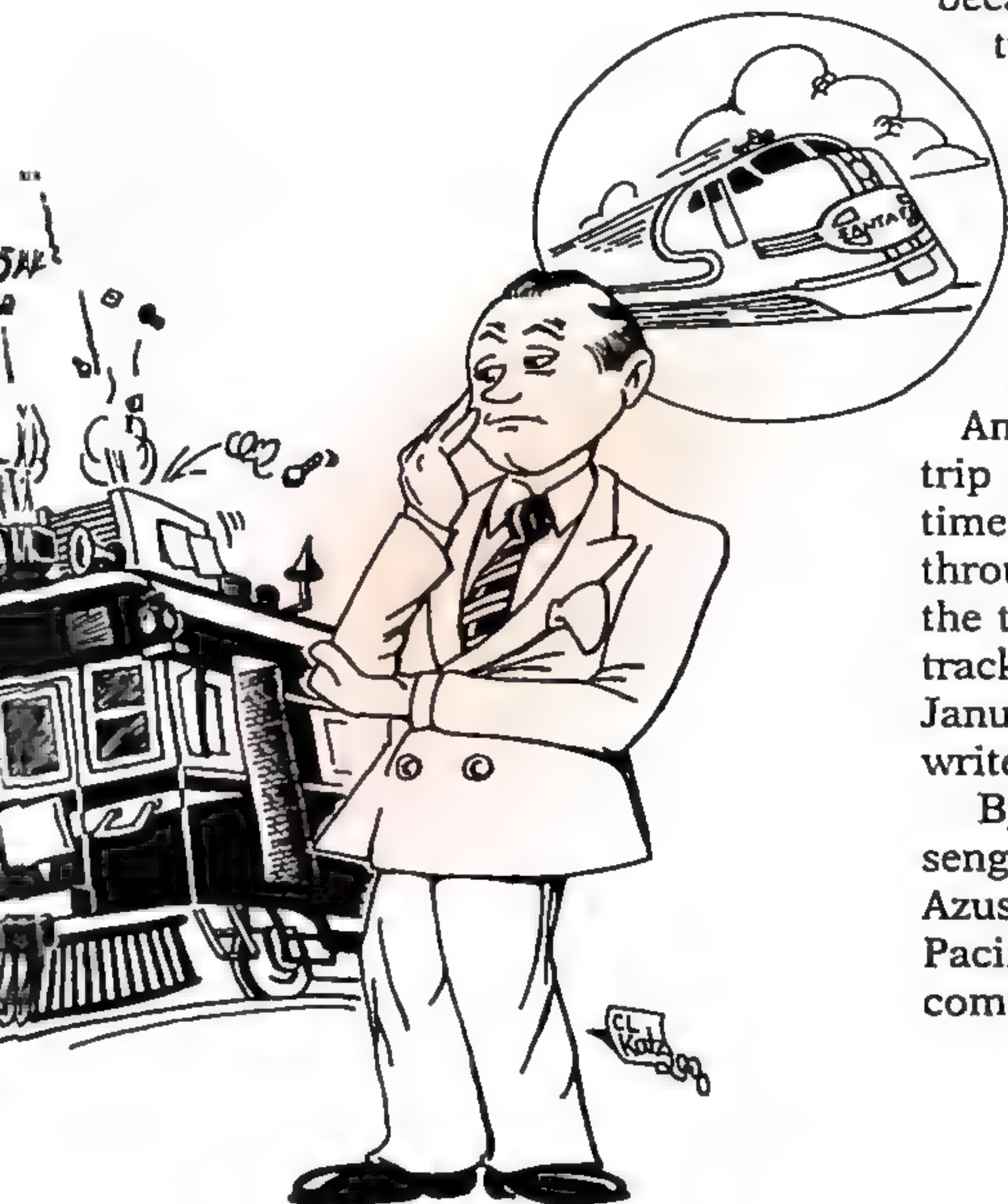
Angeles to Anaheim, Azusa, and Cucamonga! The Santa Fe's "Daily Motor No. 42"—the doodlebug (via the Pasadena Subdivision) to Azusa and Cucamonga in our story, originally did not remain overnight in San Bernardino. Rather, it lingered in "San Berdoo" only for the lunch hour, and at 1:30 p.m. it became "Daily Motor No. 53," returning to L.A. on a different route (the San Bernardino Subdivision) via Fullerton with a dog-leg detour (over the tiny Olive Subdivision and the northern extremity of the San Diego Sub) that included a 3:05 p.m. stop at Anaheim. The train reached Los Angeles at 4 p.m.; the entire round trip took only 6½ hours. Alas, some time early in World War II the detour through Anaheim was bypassed, so by the time the famous "Train leaving on track five . . ." was first announced on January 7, 1945, it was just a radio gag-writer's whimsy.

By 1949, only the Santa Fe had passenger trains that stopped at Anaheim, Azusa, and Cucamonga. The far-flung Pacific Electric system served all three communities, but only Azusa, on the

Glendora line, was actually reached by train. Pacific Electric *bus* lines served Anaheim and Cucamonga. The obscure Whittier branch of the Union Pacific once hosted a modest local that called at Anaheim, but by the late 1930's this had become a bus service ferrying suburbanites to UP's streamliners.

The scene between Jack Benny and Frank Nelson is the author's invention, but the timetable information it incorporates is absolutely authentic, thanks to the resources of the Northwestern University Transportation Library, of railroad historian Mike Blaszak, and of the author's own library of arcane information. ■

CURTIS L. KATZ is a veteran Amtrak car attendant, Railfan & Railroad Magazine comic-strip cartoonist, and author. His account of the 1948 Chicago Railroad Fair appeared in the August 1998 issue of our sister magazine, TRAINS. This article originally appeared in the February/March 1999 issue of Nostalgia Digest and Radio Guide.





HIGHLANDS OF THE HUDSON
NEW YORK CENTRAL SYSTEM

Postwar promise

With travel restrictions lifted and new equipment on order, the future seemed bright in the late 1940's

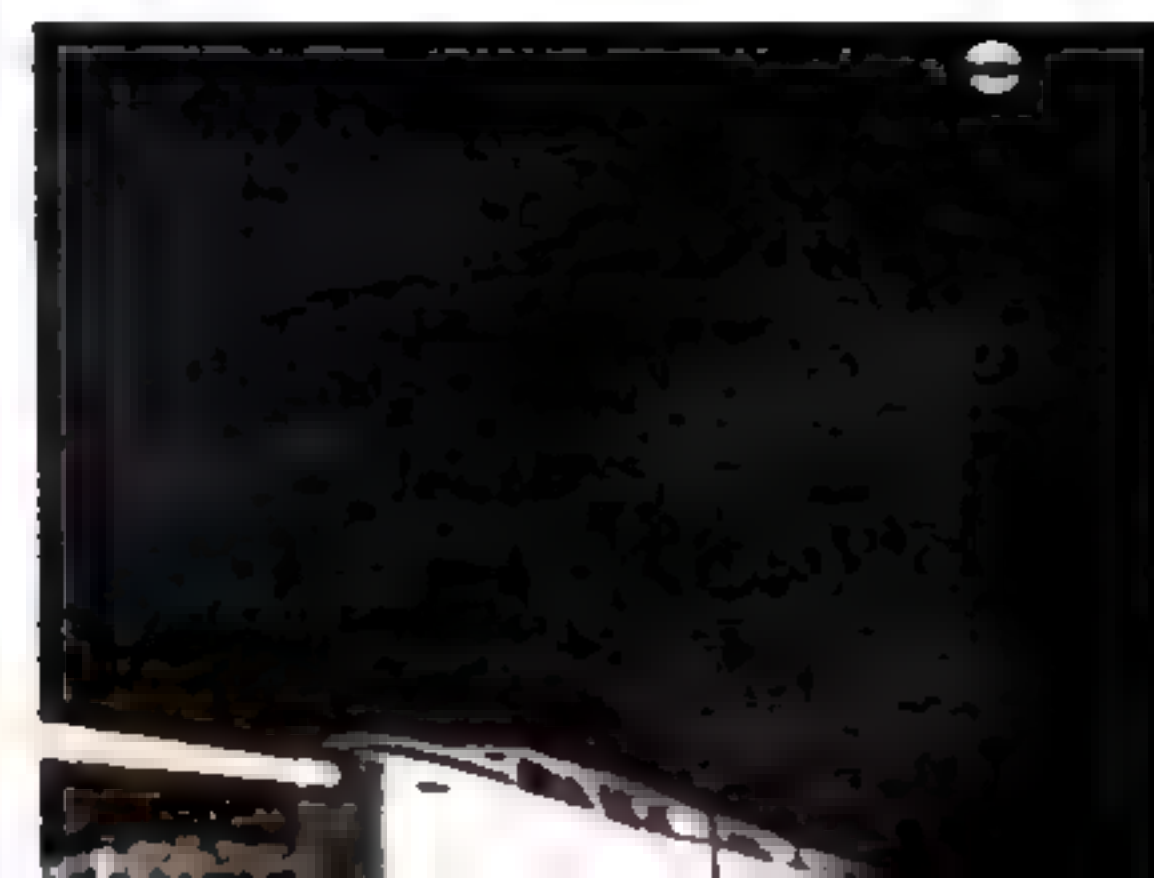
By Michael Zega • Illustrations from the author's collection

REFLECTING ON THE RAILROADS' POSTWAR PROSPECTS in October 1944, veteran ad man James M. Campbell commented that in spite of their "grand wartime job," the rails "face a future that is none too bright." Campbell, who had made the Rock Island's *Golden State Limited* famous in 1902, argued that burgeoning automotive and air competition demanded more than the rote resumption of advertising aimed at creating travel. Many agreed, suggesting that the railroads meet the threat by renewing their focus on comfort and dependability. Others suggested stressing efficiency over individuality, proposing standardized train designs and co-operative routes and schedules. Virtually all agreed that advertising would play an expanded role.

By 1944, rail passenger traffic miles had quadrupled from prewar levels, outpacing freight gains and registering record profits. Ad budgets soared too, but the message had changed to "don't" advertising, telling people not to travel. As America looked forward to victory, the railroads began to plan for a postwar economy in which both the automobile and the airplane would play an increasingly important role. Flush and optimistic, they set a strategy that promised a myriad of innovations intended to erase memories of wartime crowding and delay. Eastern roads focused on overnight travel where they could outrun automotive competition and still provide more comfort than an airplane. Out West, the emphasis changed to leisure and enjoyment, as embodied by the new Vista-Dome cars: train travel would now become part of the vacation experience. In the months following V-J Day, streamliner ads filled the pages of *The Saturday Evening Post* and the new vacation magazine sensation, *Holiday*.

Perhaps the lead illustration of *Collier's* magazine's August 1945 article, "From Here to There—Postwar," best summed up the rails' optimistic strategy. It depicted a Pullman passenger contentedly enjoying his private room. At his disposal were television, radio, cigars, candy, and vitamins—all served by a female attendant! Although some of the new features challenged believability, many were the result of extensive consumer research: New York Central distributed a pioneering opinion survey—"The post-war railroad coach as I would like it"—early in 1944; Santa Fe soon followed with "My Ideas about postwar train travel." Pullman-Standard polled business executives and displayed interior mock-ups at its Chicago headquarters. Advertising reinforced the promises and heightened expectations: the Association of American Railroads ran color ads featuring expansive glass-topped observation cars, while the Pennsylvania depicted 8-track main lines filled with new trains. In 1945 Alco began a memorable series that featured all sorts of innovations: telephone booths, 30-seat movie theaters, individual at-seat radios.

LOOK WHAT'S COMING IN AMERICA'S NEW TRAINS!



EYES ON TOMORROW

On drawing board and blueprint, in research laboratory and on testing machine you will find the shape of things to come in railroading.

We know the American public expects great things—new, modern trains, daring designs, exciting and novel innovations, new power, new speed, new riding qualities, new comforts and luxuries, new services and ideas in

travel, in shipping—in a word, transportation values beyond anything known or experienced before.

In its planning, the Pennsylvania Railroad has these things in mind—for it is a tradition of this railroad to look ahead and apply its research in finding new ways to better the traveling and shipping public better.

UNITED STATES DEPARTMENT OF COMMERCE
BUREAU OF ECONOMIC WARFARE

PENNSYLVANIA RAILROAD



An Easterner leads the way

Surprisingly, a great deal of the credit for the new outlook came from an Eastern railroad president—PRR's Martin W. Clement. He had realized back in the late 1930's that the railroads would have to innovate on a scale yet unimagined if they were to stay in the passenger business. Outlining PRR's postwar plans in *Collier's* magazine, he promised, "In addition to good food and air-conditioning, we're going to have amusements and entertainment en route. It'll be a vacation from the minute the passenger leaves home."

Clement made good on his words in September 1945, formally proposing a network of transcontinental trains to the railroad community ["Postwar Transcontinental Trains—Close But No Cigar," *TRAINS CLASSIC* 1999]. But the Western lines, particularly the Santa Fe and its president, Fred Gurley, balked. While Gurley's skepticism had to do with maintaining his line's hard-earned brand recognition, Southern Pacific president A. T. Mercier voiced a more practical concern—arguing that there was barely enough traffic for the existing premium-service trains, let alone some addi-

tional transcontinental expresses.

Two months later, Chesapeake & Ohio President Robert R. Young made what had been a confidential debate public, running full-page ads which asked, "Why Shouldn't America Have Through Sleeping Car Service from Coast to Coast?" Young (who sought a platform for various expansion schemes) followed up with ads that depicted hogs and cattle cars and that termed Pullman cars "rolling tenements." Even though the railroad community pointed out the opportunistic nature of Young's demands, his campaign scored mightily in the court of popular opinion. The ad journal *Advertising & Selling* typified press reaction, terming it "an example of public relations at its best." However devious, Young's campaign did provide the benefit of effecting change—individual transcon sleepers, but not trains, began operation in March 1946. It was an inauspicious start to a new era.

Controversy also reigned among the carbuilders, spurred on by the Budd Company's "bulldogged" promotion. Edward G. Budd took the advertising axiom "a good product is everything" quite seriously. In 1943 he hired artist Leslie Ragan to depict his vision. Ragan's monthly four-color ad illustrations of Budd products continued for a dozen years. His meticulously detailed, shimmering stainless-steel trains set among soaring thunderheads and mountains dressed in autumn colors soon became emblematic of Budd innovation.

But when confronted with spurious competitive claims, Budd's advertising grew aggressive. In the fall of 1945, Pullman-Standard advertised a new "Three-Tier 'Budget' Sleeper," in actuality an open-section tourist car that slept 42. Budd countered with an illustration of a porter pushing a patron into an upper, paired with the headline "Good Bye OPEN Berth!" Budd was selling its "Budgette," which packed 32 rooms to a car, including individual toilets; one appreciative commentator suggested "there ought to be a law requiring it." As an encore, early in 1946, Budd's designers offered the first sleeper bedrooms with enclosed toilet annexes. Amazingly, its plans called for individual showers, too—in every double bedroom annex. NYC came closest to specifying the feature but declined;

For a January 1945 PRR ad (top), Richard Wright produced artwork showing steam, electric, and turbine trains of the present and future. Robert R. Young's famous hog ad (middle) was a plea for transcontinental service. Pullman's "Budget" sleeper concept was simply a makeover of the old open-section layout.

A Hog Can Cross America Without Changing Trains—But YOU Can't!

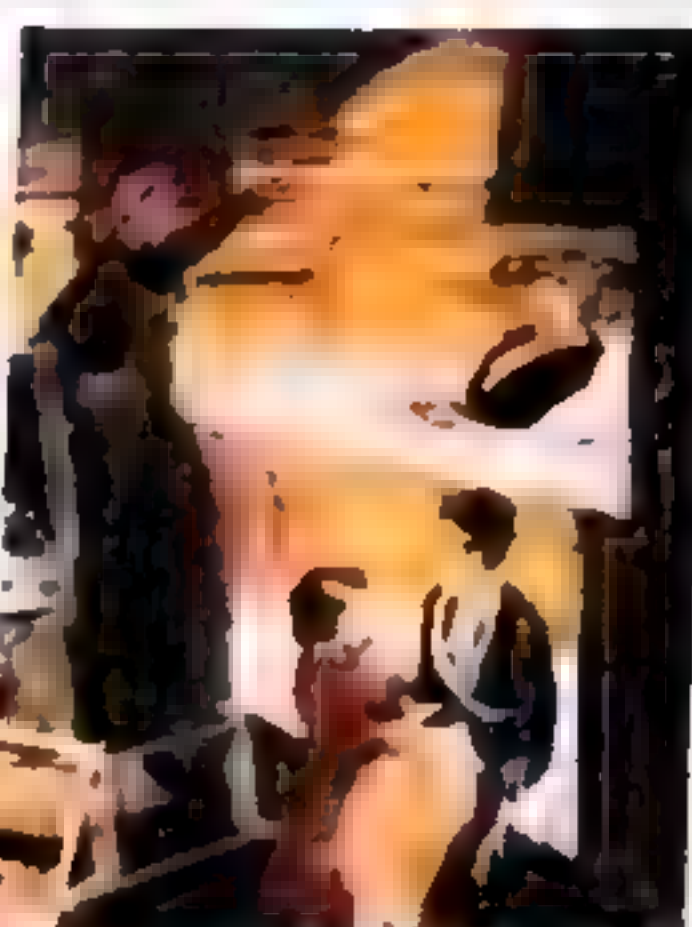
The Chesapeake & Ohio and the Nickel Plate Road again propose to give hogs a break!

I am sure that you are all familiar with the fact that a hog can cross America without changing trains. This is because the Chesapeake & Ohio and the Nickel Plate Road have a special service for hogs. They have a special train that runs from coast to coast, and hogs can travel on it without changing trains. This is a great service for hogs, and it is one that we hope you will all appreciate. We are sure that you will all agree that hogs are a very important part of our country, and that they deserve the best possible service. We are sure that you will all agree that the Chesapeake & Ohio and the Nickel Plate Road are the best railroads in the country, and that they are the only railroads that provide this special service for hogs. We are sure that you will all agree that the Chesapeake & Ohio and the Nickel Plate Road are the only railroads that provide this special service for hogs. We are sure that you will all agree that the Chesapeake & Ohio and the Nickel Plate Road are the only railroads that provide this special service for hogs.



Chesapeake & Ohio Railway - Nickel Plate Road

Three-Tier... THE "BUDGET" SLEEPER Coming ahead of New Designs



PULLMAN STANDARD
Car Manufacturing Company

The one item upon which virtually every railroader agreed was the need to increase advertising spending. Here they acted immediately: 1946 ad dollars set a record, beating the previous year by a remarkable 35 percent. Industry leader PRR spent over \$2 million; UP, \$1.7 million; Santa Fe, NYC, SP, and Milwaukee Road, over \$1 million each. Commentators pointed to the appropriations as indicative of the rails' courageous effort to make a fight and hold passengers. But, tellingly, American Airlines—which grossed barely one-twentieth of giant PRR—managed the same \$2 million appropriation.

Vista-Domes, and delays

However, as competing modes boomed—helped in large part by “war-fostered” technology—rail patrons suffered through two years of delays. It wasn’t until November 1946 that the first postwar streamliner—Great Northern’s *Empire Builder*—began to roll. The first complete Vista-Dome-equipped train, Burlington’s *Twin Cities Zephyr*, belatedly inaugurated the dome era a year later. “I see gorgeous drawings of the train of tomorrow, . . . but the Pullman Palace Car goes on soiling my shirt, tiring me out with badly designed cushions, and bouncing so much I can’t work on my proofs,” grumbled Bernard De Voto in April 1947. De Voto, editor of *Harper’s* magazine and one of rail travel’s most eloquent, outspoken advocates, was not one to complain over nothing.

Things were so bad at Pullman-Standard that its president, Champ Carry, refused to speculate on delivery dates. Beset with tens of complicated special orders, Carry blamed material and labor shortages and even considered importing skilled labor from Scotland's Clyde works. As an example, PRR had placed its order in January '46; Pullman promised a year's delivery time, but the new *Broadway* didn't turn a wheel until April 1949.

While the delays played havoc with advertising schedules, those roads that were most accomplished at publicity were careful not to overpromise. Central, first in line with a record-setting equipment order, sold its Water Level Route as ever. Its ad director P.V.D. Lockwood declined to speculate on—or budget for—the arrival of the new fleet. But being at the head of the line had its advantages:

[illegible][illegible]



“New Coach for Cinderella,” NYC headlined as the first of its hundreds of new coaches arrived in the summer of 1946. The following year’s all-new *Pacemaker* with its twin-unit diner and full tavern observation for coach fare was a sensation. Its glossy booklet summed up Central’s optimism, selling comfort and spectacular style. A memorable 1947 poster caught Central’s postwar dreams at their apex; it also marked artist Leslie Ragan’s last depiction of the Highlands of the Hudson at twilight.

The Santa Fe likewise avoided promises of new equipment. Instead, its ads told of management commitment, sold the Grand Canyon and Fred Harvey meals, and begged patience. The delays also inspired creativity: In the fall of 1946 the Santa Fe introduced "Chico," the Indian boy mascot. The creation of Jack O'Kieffe, a creative v.p. at the road's ad agency, Leo Burnett, Chico belonged to a lineage that included the Jolly Green Giant and Kellogg's Tony the Tiger. Santa Fe was one of Burnett's first clients. AT&SF ad man Fred Tipple, who was then a young man, remembered that Burnett and his staff loved nothing more than to ride the observation platform while crossing the Southwest. However, Chico also stirred up controversy. The use of a Spanish name for a Navajo boy offended American Indians, many of whom worked on AT&SF bridge and rail gangs.

In other ads Santa Fe maintained tradition. Its colorful postwar series of posters depicted vivid Southwestern scenes reminiscent of those of 30 years before. Its famous "She came in on the *Super Chief*" magazine ad of April 1948

same in on the Super. One, magazine ad of April 1948 sold glamour, another AT&SF standby. Fabled Los Angeles agent Meyer Mendelsohn had begun catering to the Hollywood movie trade back in the teens. The starlet depicted in Santa Fe's 1948 ad could well have been Greer Garson, a good friend of president Gurley, who frequently "Super-ed" to her ranch in Pecos, N.Mex., near Santa Fe.

If there was a road that deserved a medal for ingenuity and timely equipment deliveries, it was the Milwaukee. In addition to its million-dollar ad budget, it commissioned and built Brooks Stevens' radically modern Skytop observation cars; its ad for the Chicago Railroad Fair caught one in idealized surroundings. The Baltimore & Ohio proved equally intrepid. Perpetually strapped for cash, B&O could manage only a modest ad appropriation; still it was among the first to resume after the war. In 1949 it bought domes for its *Columbian* streamliner and featured them on a Christmas poster. Appropriately, B&O continued a tradition of special holiday advertisements begun by the Lake Shore & Michigan Southern back in 1896.

Other lines overpromised infamously: SP and Rock Island advertised the *Golden Rocket*, a fantasy train that never ran. Union Pacific's advertisements for its daily Streamliners traded on the prewar reputation of style and exclusivity, but the trains themselves disappointed patrons with a jumble of cars that only approximated that brief era of matched consists and "sailings." Northern Pacific's *North Coast Limited* carried only a lunch-counter diner and ran on a local's schedule.

Life was good for Chicago Railroad Fair attendees admiring Milwaukee's new Skytop observation car in a 1948 ad (top). Two American icons—Hollywood and the *Super Chief*—came together in a classic Santa Fe ad.



A potent, and enduring, symbol of postwar passenger optimism was the *California Zephyr*, depicted above amid mountain scenery on a 1949 booklet cover. A Christmas ad for B&O's *Columbian* (right) showed the train's dome-car spotlights. UP ads traded on the road's prewar reputation for style and exclusivity.

As the cars arrived, the passengers left

By the time delivery backlogs began to clear in 1949, it was obvious that the Eastern roads, at least, had lost much of their market. His railroad bedeviled by delays and breakdowns, PRR's Clement was among the first to throw in the towel; in 1949 he was kicked upstairs to chairman, a humbled man. The one vestige of his transcon dreams, the famous Raymond Loewy-designed recreation cars (which he had envisioned as an "amusement car" back in 1945) belatedly entered service in May 1948, as part of the New York-St. Louis *Jeffersonian*. Ironically, for all his effort, Clement was broadsided by the media. Even *Ad Age* got in its digs, panning PRR's advertising renditions of its best car as "coldly diagrammatic," and chiding that "no one ever seems to have any fun on the Pennsy."

Out West, where demographic trends were more supportive and Americans' growing disposable income made itself felt in increased vacation travel, passenger revenues actually improved after the immediate postwar decline. Indeed, the belated arrival of the *California Zephyr*, the *Super Chief* Pleasure Domes and Turquoise Room, and the *Empire Builder's* *Mountain-series* observation cars augured that things just might work out after all.

"This is the hour of research, of experimentation, of teaching an old dog many new tricks," *TRAINS* magazine Associate Editor David P. Morgan wrote at decade's end, in the December 1949 issue. His exhortation to the industry advocated an all-out embrace of advertising, that "most American" of business creations. Imagine the response, he speculated, if PRR spent the price of two diesels in selling its new *Broadway*, or if Illinois Central (which barely advertised at all) ran radio spots selling the cocktail lounges, restaurants, soft seats, and 100-mph speed of its *City of New Orleans*. Yes, such radical change would require "pioneer courage on the part of top management," but the alternative, he forecast, would prove even more demanding. It would, indeed. ■

MICHAEL ZEGA's series on advertising will conclude in the next *CLASSIC TRAINS*.



Coming next issue

Spring Edition



- **Electrics in the Diesel Age**
William D. Middleton looks at the decline and fall of the "juice jacks"
- **Reflections of a Contract Janitor**
Colorful tales from a 1960's Southern Railway clean-up man
- **K4 2445**
A Pennsy engineer recalls a special 4-6-2
- **A Little Time for an Old Enemy**
Photographer Richard Steinheimer chronicles the last of Southern Pacific's F units
- **Hitchin' a Ride**
Dave Ingles remembers a snowy day on the Wabash
- **An Indiana Division Vignette**
Ride along as the New York Central tests Fairbanks-Morse diesels
- **Icebound in Lake Michigan**
A dramatic painting of carferries in winter

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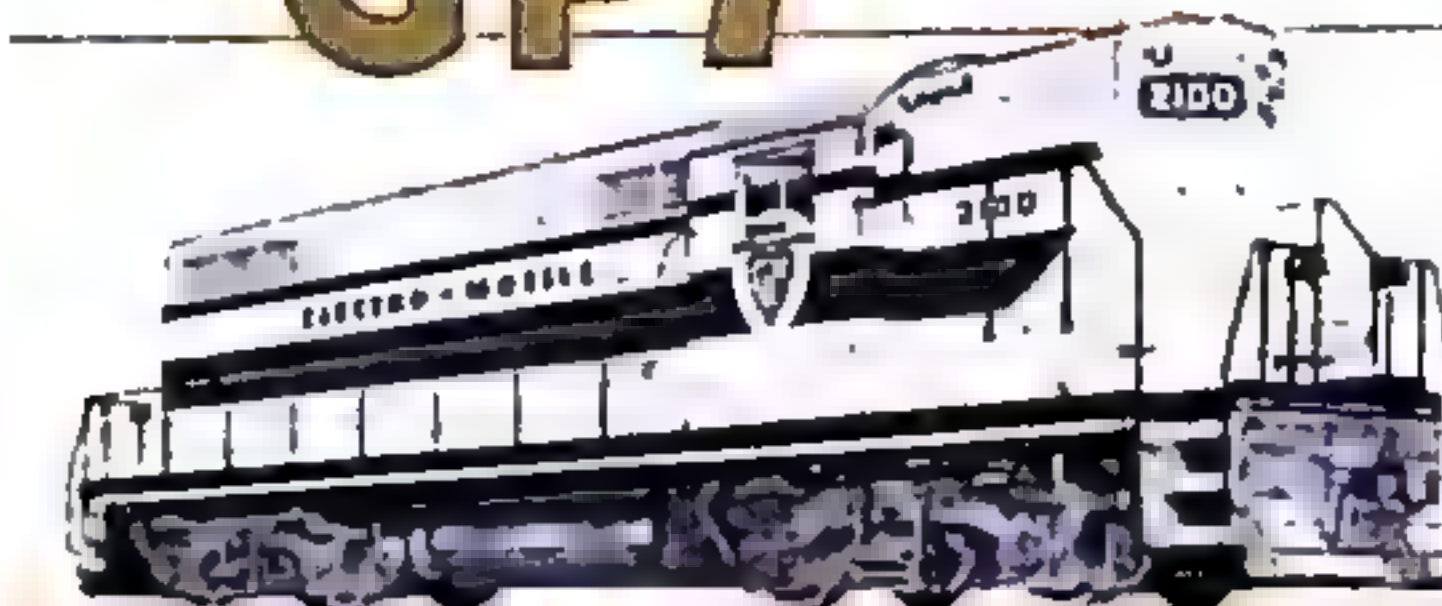
F7 *for freight service*



GP7

1500 HP ROAD

SWITCHING LOCOMOTIVE



ELECTRO-MOTIVE'S TRIPLE THREAT: With diesel orders running at flood tide, an EMD booklet introduces three new blockbuster models. The lanky, 2250 h.p. E8 would be, among passenger units, second only to its predecessor E7 in popularity. Though produced for less than five years, the 1500 h.p. F7 ended up accounting for nearly half of all F's built. But the versatile GP7, EMD's first road-switcher, turned out to be the real trend-setter, siring a line of "Geeps" that dominated dieseldom for some three decades.



LIMA-HAMILTON

LIMA JOINS THE FRAY: As the smallest, but perhaps most dedicated, of the big steam builders, Lima stayed out of the diesel business—until steam orders plummeted after World War II. A 1947 merger with engine maker Hamilton set the stage for the May '49 debut of Lima-Hamilton's first diesel, a 1000 h.p. switcher.

TRAINS ON, OFF, BUILT, AND STUCK: Seaboard and Louisville & Nashville inaugurate the Jacksonville (Fla.)-New Orleans *Gulf Wind*. . . . B&O ends passenger service on "America's first railroad," the Old Main Line in Maryland. . . . L&N drops varnish on Tennessee's "Hook & Eye" line. . . . Rock Island introduces distinctive single-level, double drop-door cars for Chicago commuter runs. . . . ACF builds two Talgo trains for Spain's railways. . . . Winter storms slam the West, shutting down the Union Pacific main line across Wyoming for a week and stranding many trains.

CLASSIC TRAINS COLLECTION

THE ULTIMATE TRAIN: March 20 sees the first runs of the fabulous *California Zephyr*. One of the most celebrated trains in history, the Chicago-Oakland (Calif.) CZ ran over the Burlington, Rio Grande, and Western Pacific on a schedule that coincided with the best scenery. A brochure touted the train's numerous dome cars and San Francisco Bay terminus.



RAIL DIESEL CAR ROLL-OUT: The Budd Co. introduces one of mid-century railroading's most successful designs, the Rail Diesel Car. Powered by two underfloor diesel engines, the stainless-steel car is economical, comfortable, and durable—a few are still in regular service today.



EUGENE L. HUDDLESTON

NEW, BUT NOT NEW: Chesapeake & Ohio receives 2-6-2's 1300-1309, Baldwin's last new steamers for U.S. service. It's an odd way for the venerable builder to close the books on steam, for the locomotives—compounds built to specs similar to the 1910 machines they replaced—are technological antiques. Also in '49, C&O orders its first diesels.

New Vintage Videos



Canadian Steam 1957
Enjoy CN and CP in western Canada, including Vancouver, Kamloops, and the prairies. Laing collection. 45 Min. \$ 24.95

Canadian Steam 1958
Winnipeg area, 2860 & 6060 in service, CN and CP at Portage la Prairie, plus helpers at Minnedosa. Much live audio and lots of variety. 45 Min. \$ 24.95

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Winnipeg area, last run of Virden passenger train, lots of CN and CP at Portage la Prairie, plus more action. Nice stuff! 50 Min. \$ 24.95
All 3 are from color 16mm, with live sounds.

NORTHERN PACIFIC Farewell to Steam



Witness some of the last steamers on the NP around Seattle in the mid-1950's. Enjoy several runs of 4-6-0 #1372 to North Bend over the high trestles and past Snoqualmie Falls. Also 1372 in freight service, and brief appearances by 4-8-4 2626 the TIMKEN engine, #1911, and visit Spokane as a 4-6-6-4 rides the turntable. 16mm film shot by Maynard Laing and Elwin Purington's authentic NP steam audio of these engines has been added. Color and stereo sound with narration. 30 Min. \$ 19.95



DM&IR Yellowstones Giants of Steam

Enjoy some of the largest and most powerful steam engines that ever operated on the Duluth, Missabe, and Iron Range RR in Minnesota. Watch these massive 2-8-8-4's haul long iron ore trains toward Duluth and at the Proctor engine facility. 16mm film was shot in 1958 and 1959 by Maynard Laing and contains authentic DM&IR audio from his friend Elwin Purington. You'll thrill at the sight of 2 Yellowstones passing on the doubletrack mainline. A hot selling video! 30 Min. \$ 19.95

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ANY OF US didn't want to believe that the steam era was drawing to a close—that diesels, those cousins of the automobile with their garish tin shrouds, were winning the battle over the noble iron horse—until a dreary Sunday afternoon in the summer of 1953. After that, we could no longer ignore it.

Evidence of the victory hit Sheboygan, Wis., in the form of a special train of some 38 steam locomotives from the Green Bay Division of the Chicago & North Western. Pulled by an A-B-A set of EMD F7 and Alco FB diesels, the locomotives—cabs vacant, fires out, boilers drained, road numbers painted over, some already stripped for parts—were headed for their ignominious final reward: a Chicago scrap yard. For me, it was the saddest train since Lincoln's funeral.

The eccentric, metallic sound of all those side rods, obediently churning, created an eerie symphony of clanks and rattles, not unlike the chains of Marley's Ghost, as these zombies rumbled by. The earth trembled under them, but ever so slightly.

For all of its significance for the future of railroading, there wasn't a lot of publicity attending this special train. Perhaps C&NW didn't want mourners lining the right-of-way for those last 150 miles. The news was carried largely by word of mouth. There was no formal media coverage. Not a line appeared in the local *Sheboygan Press*, which dutifully reported all the calls the fire department answered, even cats rescued from trees and false alarms.

I heard about the event from the guys who hung out at the hobby shop. Well, it wasn't a hobby shop per se; it was actually a drug store, with a section in the back devoted to HO-gauge model-train kits and other such items. The proprietor, Mert Finger, was an inveterate railfan and model railroader who often could be seen tinkering with a balky locomotive or assembling a freight-car kit at the pharmacist's counter in between prescription refills.

The C&NW spur to the Reiss Coal Company dock ran right behind the drug store, so it was not unusual to see men from a train crew pausing to refresh themselves at the soda fountain

Green Bay to Chicago death march



THREE PHOTOS: JOHN A. GRAMS

On a sad day for area steam fans, condemned C&NW engines move through Sheboygan, Wis., in 1953.

on a hot afternoon. (The fact that Finger kept a bottle of "medicinal brandy" under the counter might also have been a factor in the place's popularity.) So, Mert apparently got the word about the special train from the railroad men and passed it along to the rest of us.

It didn't take much to convince my

uncle, Dave Goertz, that we should attend this historic event, and perhaps take a few pictures of it. He had a new Kodak Pony 35 camera, which neither of us knew how to use very well.

Knowing the train would take the freight belt line around town, we set up near the old roundhouse at the head of

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The Way It Was

the south yards. About two hours later, the first glimpse of it came over the horizon. This was a slow mover. Only one-third of the way to Chicago and it was already well behind time.

I climbed on top of a diesel fuel tank to take the first series of shots from above. Then I handed the camera to my uncle, who took some more at ground level.

As soon as the train passed, we jumped into his 1950 Buick Special and floored it down U.S. 141 to an empty piece of land for some panoramic scenes. (My uncle knew most of the cops in Sheboygan, so we weren't worried about speeding tickets.) I'll never forget the view across the field of all those cold, steel hulks, passing through town for the last time.

The caboose faded from view, and we began to pack up. In the distance, we heard the strident diesel horn, discordantly blatting for the Weedens crossing. At that moment, I think we were both overcome by something akin to terminal nostalgia for an era that had just passed by, even though it was then only about a mile-and-a-half down the pike.

—John A. Grams

The pyramid

ALL THE HIGH EXCITEMENT, thrills, and tensions of railway experience are not the exclusive province of the operating department employees. Many a trackman, carman, and other railway workers have anxieties

and thrills in the course of performing their daily tasks. As superintendent of motive power, I had my share of pressing situations that extended a busy day into a long night or beyond.

For a number of years, I was in charge of the mechanical department of the Belt Railway Company of Chicago, headquartered in the city's Clearing Industrial District. Here was located a fine shop, that, in the best tradition, had been successfully converted from steam locomotive maintenance to a modern diesel shop.

It was a long shop, consisting of three bays, with tracks arranged at right angles to the main axis of the building. It was also a very high shop, with a 150-ton-capacity bridge crane traveling overhead the full length of the building with two 10-ton cranes running below the large one.

In June 1964, EMD GP7 No. 473 was in the shop for general repairs. When its scheduled work was completed, the task was to lift the unit from its short shop-bay track onto a through track in order to move the locomotive out of the building.

In the early afternoon, the shop foreman instructed the crane operator, an experienced and reliable employee, to lift 473 and move it southward over other locomotives in the shop and place it on a through track. But the traveling move was made with too much speed, and when the bridge crane stopped over the track, the locomotive swung wide from its inertia. Its



VERNON L. SMITH

BRC 473 stands ready for service; crossties in the right rear were used in the pyramid that rescued her.

swing back caused one of the transverse spreaders to hook under the main crane girder and the locomotive to strike heavily against the crane. The final position of the locomotive boxed the crane operator in his cab.

I happened to be walking from my office and entered the shop a moment after the mishap occurred. I was dismayed to see the locomotive tipped almost 35 degrees transversely and at about a 15-degree slope lengthwise, the short hood pointing upward. Worse yet, the cable slings on the high side were barely encircling the lifting lugs on the locomotive frame. A number of shopmen appeared stunned by what had happened; others were concerned, for they were working on the adjacent tracks.

The situation was serious. If the locomotive fell, bolts, nuts, and other items would fly like shrapnel throughout the shop. The locomotive—and possibly my career—would be destroyed.

I spent about two hours assessing the few options available. One was to try to lower the locomotive with the crane in the hope she would right herself, but I dismissed this as too risky—the slings could very well slip off the lifting lugs, and all would be lost. I first determined that if we did not move or disturb the crane, but keep the power on to energize the hoisting brakes, we could safely work under the hanging locomotive. Then, I decided to build cribbing up from the shop floor to the locomotive and straighten her up with jacks.

I got William Termunde, of our maintenance-of-way department, on the phone and asked him for a gang of men and a large supply of crossties. Over the years, Bill and I had often disagreed on the cause of minor derailments. He would contend that my engines had sharp wheel flanges, and I would point out that his switch joints were worn or did not fit properly. These matters were resolved amiably, and we would always cooperate on a joint problem.

We had a huge stockpile of ties stored not far from the locomotive shop, and by about 5 p.m. Bill had rounded up sufficient manpower and was trucking ties into the shop where

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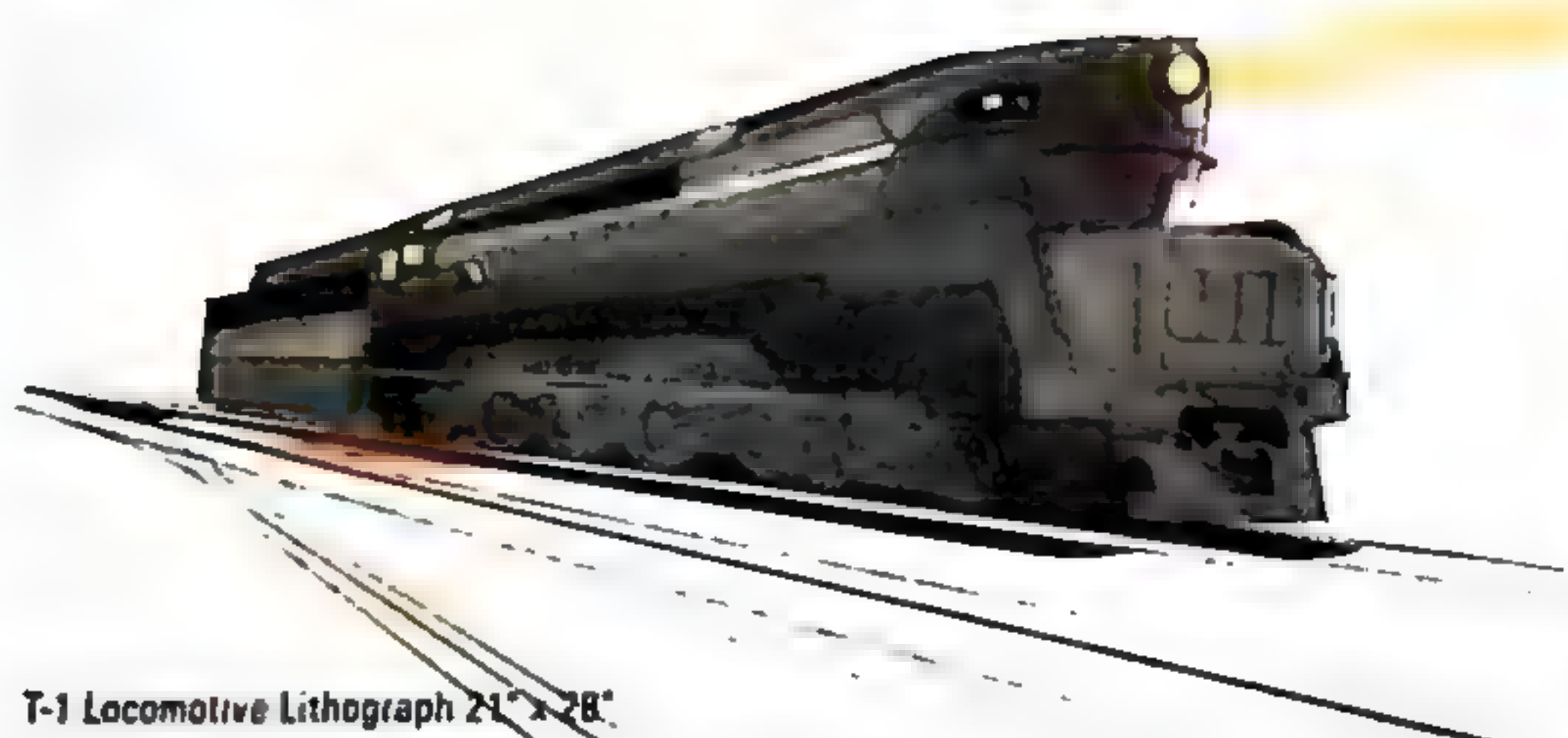
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Current offerings from the Bill Price collection include steam action on the Western Maryland, Baltimore and Ohio and the Norfolk and Western. A resident of Cumberland, MD, Bill started his color photography in 1946. Bill's sets include action on Sand Patch, coal trains on the grade to Blue Ridge Summit and much more. From his travels to New England and Canada he has a set of Canadian National steam, as well as one of the Grand Trunk.

Jim Buckley, although he photographed quite a bit of steam, was primarily interested in interurbans and streetcars. Reflecting this interest, sets currently available include Chicago Surface Lines, Chicago Transit Authority, Cleveland Transit, Boston's MTA, Public Service of New Jersey, Montreal and Southern Counties, Atlantic City Transportation, and Waterloo, Cedar Falls and Northern. Steam sets include the Virginian Railway, Canadian National and Canadian Pacific.

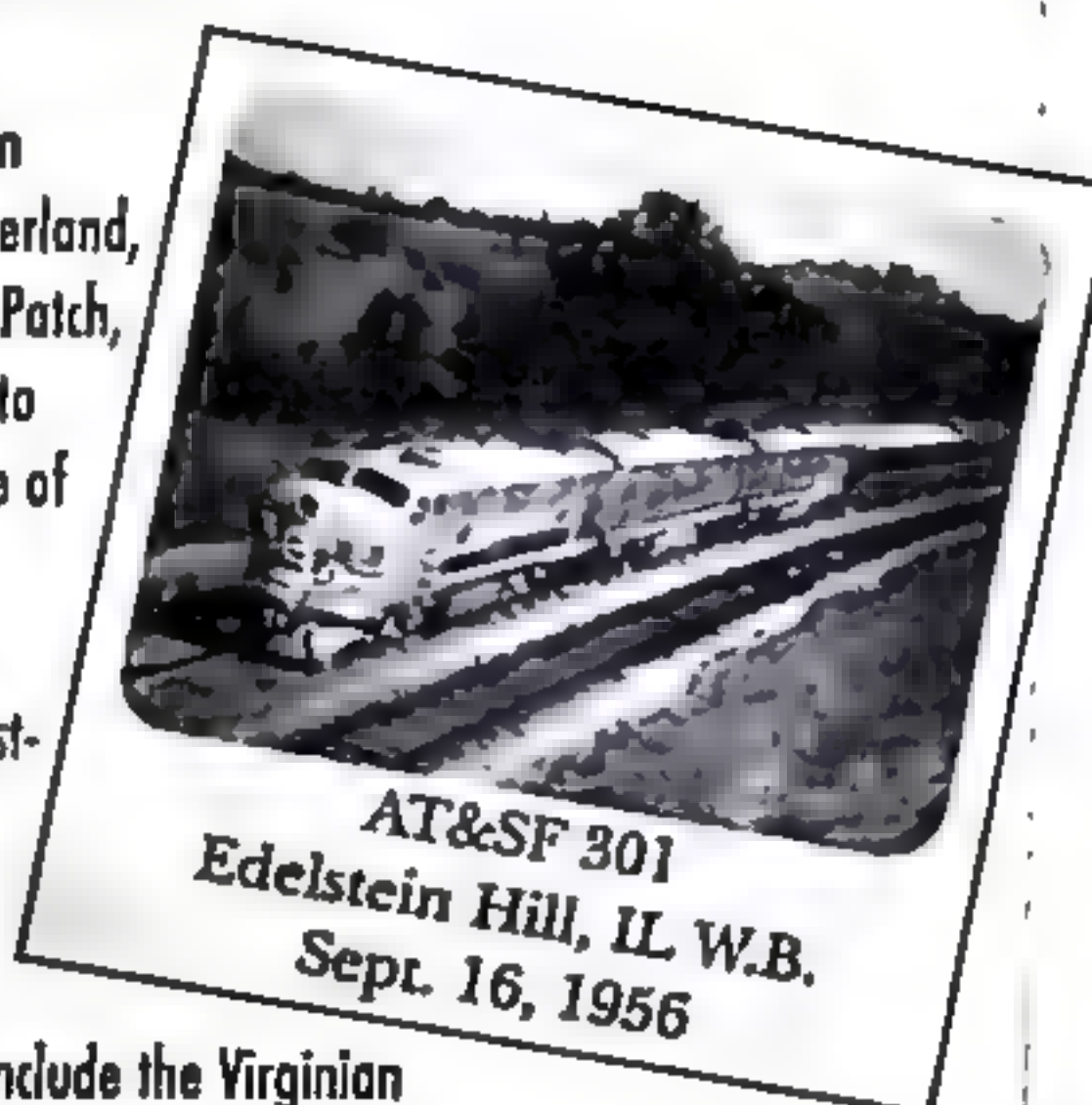
Jack Pfeifer spent his entire career as a claims agent with the Union Pacific Railroad. His Union Pacific coverage, much of it taken in Nebraska, is primarily steam. From doubleheaders leaving Council Bluffs, O-6-O switchers working at Grand Island, 4-12-2's from one end of Nebraska to the other, Big Boys and Turbines on Sherman Hill, to the last of steam around Green River, Jack got it all. He also photographed cabooses and rolling stock, and sets of these are also available. There is even a set of Chicago and North Western steam, with several of their streamlined Hudsons on passenger trains.

In addition to the above listed sets, other railroads currently available are: Great Northern, Milwaukee Road, New York Central, Nickel Plate, Soo Line, Chicago, Burlington and Quincy, Seaboard Air Line, Denver Tramway, Santa Fe, Rock Island, Missouri Pacific, Burlington Northern, Northern Pacific, Boston and Maine, Clinchfield, New Haven, Chicago Great Western, Southern, Wabash, Western Pacific, Key System, Penn Central, Kansas City Southern, Gulf, Mobile and Ohio, Illinois Central, Erie-Lackawanna, Bamberger and Southern Pacific.

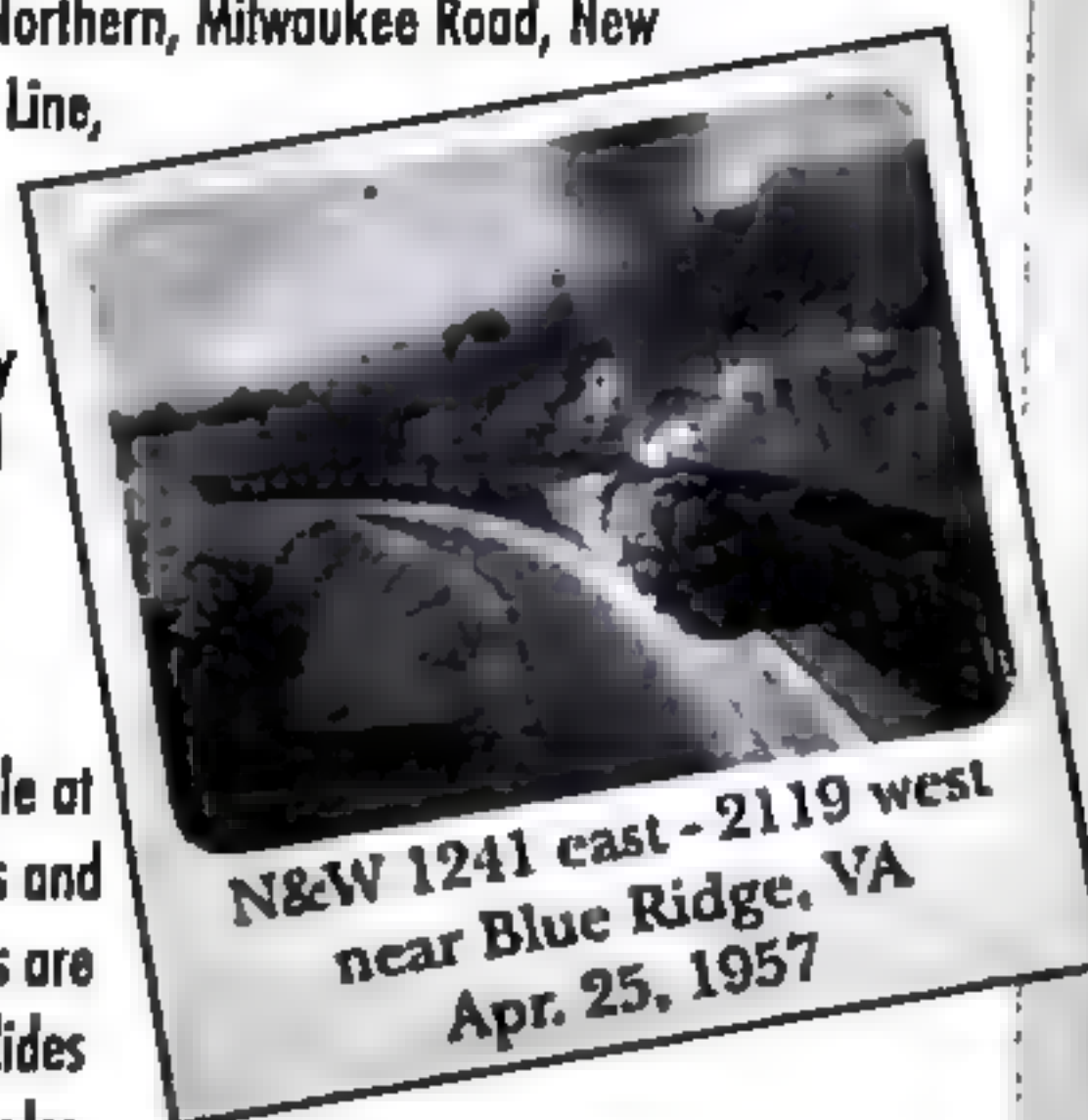
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AT&SF 301
Edelstein Hill, IL W.B.
Sept. 16, 1956



N&W 1241 east - 2119 west
near Blue Ridge, VA
Apr. 25, 1957

The Way It Was

the 10-ton crane could reach them.

We began to build up the cribbing about 20 feet wide at the base (we could not foul parallel tracks in the shop, which were in use), and with a length that would suit the locomotive when the crib was finished. As the evening progressed, the crib became ever higher, tapering upward from the base to a final length on top that matched the 31-foot spread of the body bolsters on the diesel.

Word of the project spread quickly. Engine crews going on and off duty, and other employees, would enter the shop to observe the unusual activity. On the adjacent tracks, we continued light running repair work on other engines. One visitor exclaimed, "They're building a pyramid in the shop!"

About 2:30 a.m. the crib was finished and ready to accept the weight of the 125-ton locomotive—the track people had done their work well. Now, my men set the jacks high up on the cribbing, and we straightened up the locomotive in both directions. With an additional slight lift of the jacks, the slings now slackened and we were able to move the transverse beam away from under the bridge girder of the crane and release the crane operator from his cab.

With the slings reset and secure, it was possible to lower the locomotive slowly and evenly with the crane while the men pulled the ties away and the cribbing was rapidly dismantled. Shortly after dawn, the 473 was sitting on the rails facing the rising sun through the large open doors.

I waited until the business day began at the general office to make my report by telephone to BRC President and General Manager L. A. Evans.

"Mr. Evans," I said, "the Locomotive Department spent a great deal of the Track Department's money last night." I recounted briefly the events that had occurred and finished up by saying, "The locomotive is safely on the rail, there were no personal injuries, no damaged material, and no delays to engine service from the terminal."

I was surprised by an unusually mild response: "You have had an adventurous evening, Vern. Go home and get some sleep!" —Vernon L. Smith

E unit for sale: \$1.00

AT AGE 4, I looked forward to 2 p.m. That was the hour my grandfather would return to our house on Wicome Avenue in Newport News, Va., for his afternoon break, followed by our daily trip to trackside. Shortly after Granddaddy's cup of coffee, we would drive in his white fin-tailed Cadillac over to the Hampton Roads transfer station on Warwick Boulevard. This was a long platform that sat at the end of a large parking lot across the street from Collis P. Huntington Park on the edge of the Chesapeake & Ohio coal yard.

In the late 1960's, C&O's *George Washington* would come up from downtown Newport News and pause briefly a little after 3 p.m. for the bus connection from neighboring Hampton, Va., before continuing to Richmond, Charlottesville, and Cincinnati. I can remember only one time that the bus actually met the train during our many visits. Yet, each day the C&O would stop there for about 2 minutes. The train was your typical late '60's streamliner: elegant E8's trailing a mix of heavyweight and lightweight head-end cars and stainless-steel (or steel with stainless-steel fluting) coaches and sleepers. Those afternoon trips were the beginning of my life-long love for passenger trains.

It was close to my fifth birthday when Granddaddy had to go to Richmond on business. We boarded the train at the Newport News depot on the pier track. I remember the plush seats in the coaches and linen covers atop the seats with the C&O herald embossed. The porter gave us funny little pillows shortly before the train departed. Our trip would end in Richmond, only a couple of hours away, and at that age I did not consider the overnight passengers going farther west in coach who made good use of the pillows. After the trip, I kept that funny little pillow until it was threadbare and the stuffing came out.

The journey went quickly with the stop at the Hampton Roads terminal, then Williamsburg, and on to C&O's Main Street station in downtown Richmond. Stepping down from the coach

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The Way is



WILLIAM E. WARDEN JR.

Years ago, a C&O E8 cast a spell over a small boy.

onto the wooden platform three stories above street level, I noticed how the tracks made a "V" around the station. We went into the elegant brick building and then down what seemed like a million steps before we reached the taxi stand.

We checked into one of Richmond's fine old hotels for our overnight stay. Granddaddy went to his meeting and returned later to take Grandma and me out to a restaurant that featured a magic act.

Early next morning we checked out of the hotel and took a taxi to the station. Going down those million steps was nothing compared to climbing back up to the platform. Granddaddy checked in with the ticket agent, and Grandma took a seat in the waiting room. Always the independent child, I went out to the platform. The morning train to Newport News pulled in just as I went out. I headed for a place on the platform to view the locomotive close up. Again the train was led by an elegant E unit. The engineer climbed down and walked over to me.

"You like that engine, son?" he asked, rubbing my head.

"Yes sir!" I said, excited.

"I'll sell it to you for a dollar." The engineer replied. With his statement, that E8 has remained a pristine image in my memory for 32 years.

This 5-year-old boy high-tailed it into the waiting room and found his Granddaddy.

"Can I have a dollar?" I asked, tugging at Granddaddy's coat tail.

"What do you need a dollar for,

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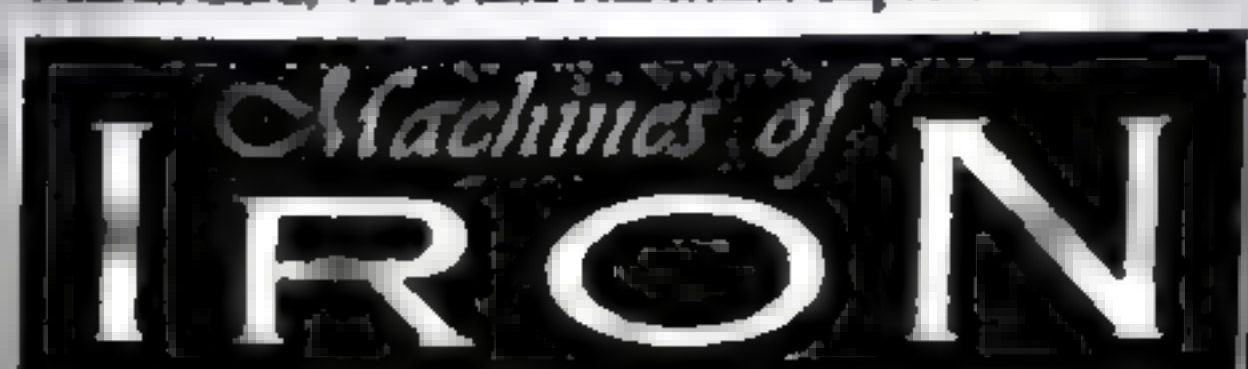
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The Way It Was

son?" he responded.

"I'm going to buy that engine out there."

Granddaddy's puzzled look turned to a big smile and a hearty laugh when the engineer who had followed me into the station explained things to him. Most of the station staff and other waiting passengers got an early-morning chuckle from it, as well. Granddaddy gave the old engineer a dollar as my eyes grew big, and everyone laughed more loudly.

Our return trip to Newport News went too quickly. We ate breakfast in the diner for the length of the trip. I sat near the window trying my best to see "my" engine out in front of the train. I wasn't very happy to leave my engine on the pier track when we reached Newport News. My grandparents offered reasoning to the situation.

"You don't have room for it in your bedroom," said Grandma.

"We'll let the C&O use it to pull our train for us," Granddaddy offered.

Oblivious to engine numbers and even paint schemes at that early age, I identified every locomotive I saw thereafter pulling a passenger train as "my engine" when we sat on the platform at the Hampton Roads transfer station.

—Alexander J. Stoops Jr.

Ridgway pusher

I'M AWAKENED by the sound of the phone ringing and his muffled voice saying, "It's two-thirty. They probably want W-2 pushed east." The old stairs squeak under his weight as he quickly descends them to answer the phone. "Hello?" "Yes it is." There is a long pause and then he repeats bits of the message, "Ridgway, Three-thirty. Who's the engineer? OK."

I sense my mother going down the hall to the kitchen; the light comes on, and I can hear her packing his lunch. I listen as the sounds float down the hall. Around the corner at the top of the stairs, the soft whump of the refrigerator door, the tin clank of the breadbox as the lid snaps shut, the rattle of the silver in the drawer as she digs out a knife. The stairs squeak softly as he comes back up. He closes the bedroom door before he turns on the light, so it

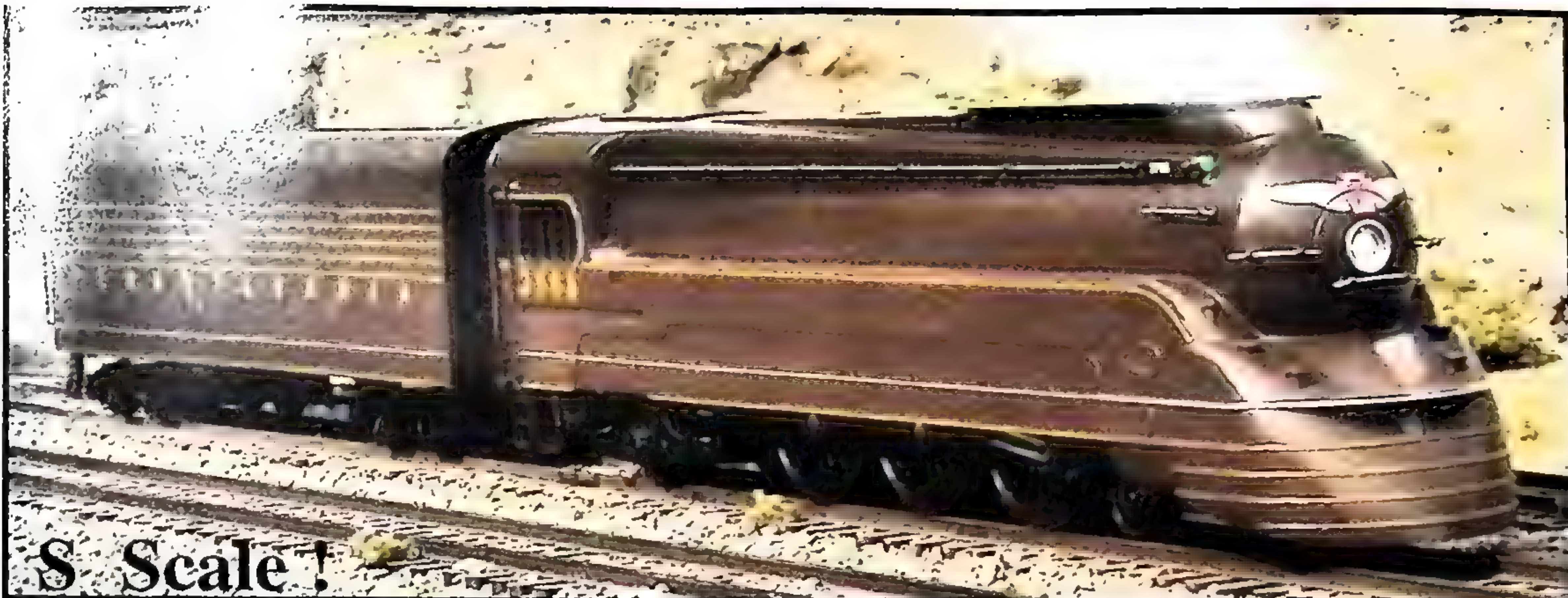
won't wake me up.

I fall back to sleep, but soon I am awakened by their voices. I turn and look through my bedroom door at his silhouette near the top of the stairs. His white railroader's cap stands like a beacon on his head. The lunch bag, dwarfed by his fist, hangs limply at the end of one arm. His broad shoulders bend slightly as he leans over, puts his other arm around my mother's waist, and gently kisses her goodbye. He turns and as he descends the stairs he softly whispers, "Bunce is the engineer. I'll be home by noon."

I hear the whine of the starter on the old Stewart truck. It coughs and fires. The headlights blaze against the white clapboards of the neighbor's house across the street as he eases it out of the side yard. A bright square of light strikes the wall above my head and races around the room only to disappear as the truck passes the front of the house. The rumble of the exhaust rises to a crescendo and falls, starts again but before the peak is reached the second time the sound fades into the northern Pennsylvania darkness. I fall back to sleep. He's off to Ridgway, where a hulking Pennsylvania Railroad 2-10-0 is waiting for him.

Next morning, I could barely hear the whistle as it echoed up the valley. He had taught me to listen for it, and by now I was able to tell by the loudness of the sound if it was for the crossings at Mohan Run, Daguscahonda, or Silver Creek. The warm morning sun began to dry the sand in the sandbox where I was playing, when I heard the second whistle and knew they were passing Daguscahonda. I wondered how he could tell who the engineers were just by listening to the whistle. It must be a heavy load, because they are taking a lot of time to pull the hill. "Listen," he had said, "if you can hear the individual chugs there is only one engine on the head end, but if it gets all mixed up so you can't count them, it's a doubleheader."

I get out of the sandbox as the train whistles for the Silver Creek crossing. The exhaust is a faint roar as I hurry down the lane to watch them come around the bend and past the brickworks. The lane ends at the top of a



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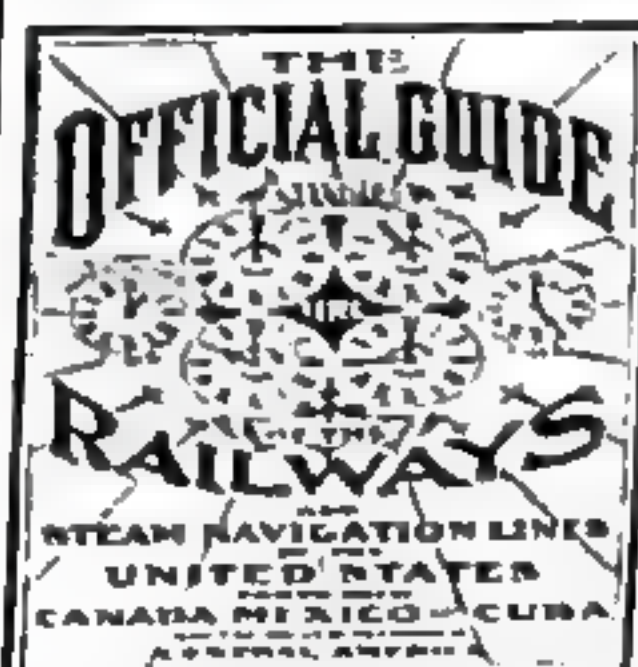
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The Way It Was

deep cut where you can look nearly straight down 60 or 70 feet past a huge rock to the track. Looking west, you can see the tracks where they cross a long fill and swing to the right around a bend to disappear behind a low, brush-covered hill. Elk Creek winds to the left of the track. There are no trees on this side of the creek and none on this side of the track, either. Brush fires have reduced the vegetation to huckleberry bushes and a few juneberries.

At first the black cloud seems so thin that you can see the blue sky and the trees on the hillside right through it. The throbbing of the exhaust sounds like the distant roll of thunder getting louder as the black cloud looms nearer and nearer. Suddenly the cloud shoots skyward in a violent plume, followed by the rapid staccato of the exhaust, as one of the engines loses traction and starts to slip. The sound stops abruptly and starts again, much slower than before. Slowly at first, and then more rapidly it picks up the rhythm again.

From behind the hill the black cloud creeps forward and its base splits into two scalloped plumes that point, like long tapered fingers, toward the ground. The white of the headlight flashes through the bushes on bottom of Huckleberry Hill. The sound of the exhaust advances in a giant leap, as the lead engine rounds the bend. It is quickly followed by another leap, as the second engine emerges from behind the bushes. The saw-toothed roofs of the brickyard are quickly hidden from sight as the engines cut across the fill and head for the deep cut beside me. The young oak sapling I'm leaning against starts to vibrate, and the ground under my feet starts to shake.

There are no heads poking from the cab windows—those firemen are too busy for sightseeing. No time to wave to a kid along the track now. I hold my hands over my ears to shut out the awful cadence as the two locomotives pound their way through the cut below me. The black smoke blots out the sun, and I quickly cover my head with my arms to keep the cinders out of my hair, trying at the same time to keep my ears covered. I nearly jump out of my shoes as they whistle for the crossing at Ritter's Mill. Count the cars:



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Pennsy 2-10-0's out of Ridgway rattle windows in St. Mary's, Pa., as they shove an ore train east.

One, two, three . . . *Clunk-clunk, clunk-clunk*, the wheels of the hopper cars slap the joints between the rails. It's an iron ore train heading from Erie to Harrisburg. As the sound of the doubleheader fades up the track toward town, the sound of the car wheels seems to get louder.

Down the valley, a second black cloud is growing. The pushers will be here pretty soon. The rhythm of the wheels increases ever so slowly, as the lead engines climb over the Eastern Continental Divide. Down the valley, where the pushers are now, it is nearly a 2 percent upgrade, but by the time they get to town it will be nearly level. Another mile and it is downgrade for more than 180 miles down the Susquehanna River valley to Harrisburg.

As the first pusher rounds the hill, I can see his white hat sticking out the cab window. In a second it is gone. The first pusher is right below me now, and I see him step on the foot treadle and heave a shovel of coal through the fire door. As he turns back for another shovelful, he looks up past the canopy at the back of the cab. He spots me standing at the top of the hill and waves the shovel. As I wave back, I

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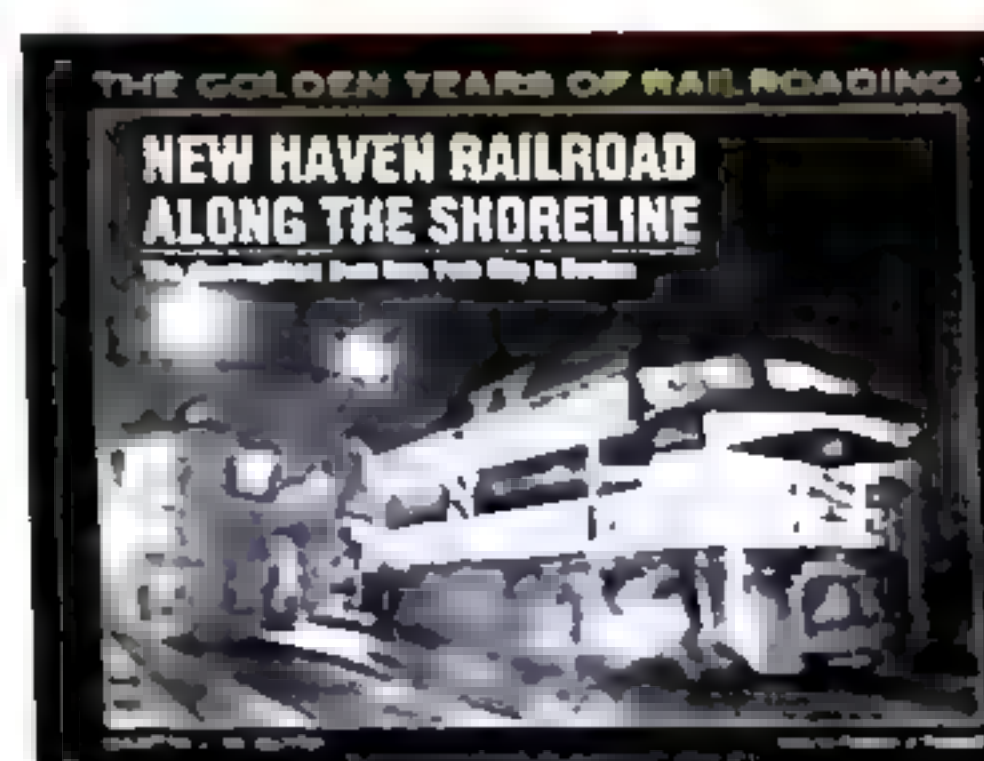
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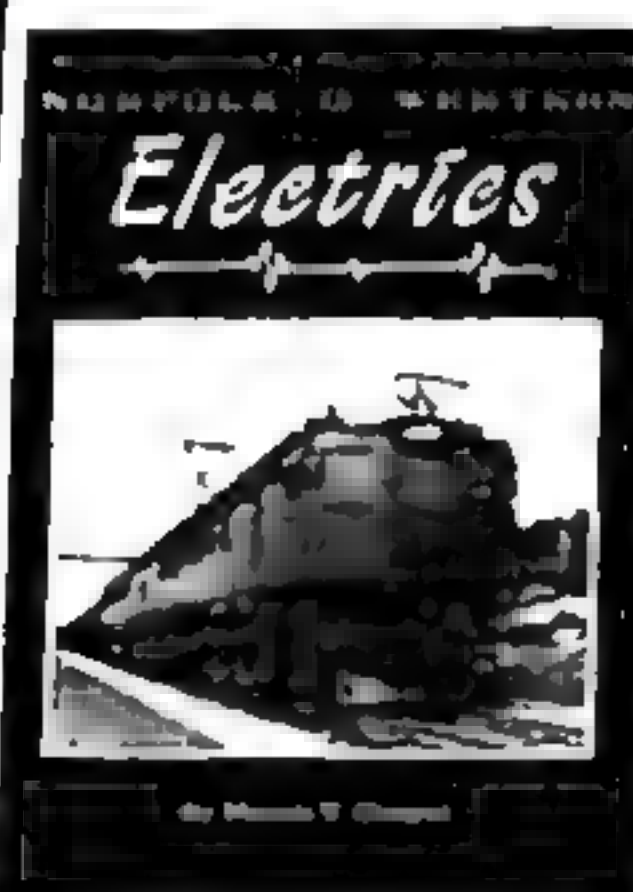
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The Way It Was

wonder why he turns back toward the
cab. My question is answered in an
instant as the white blast of steam
pours from the whistle. *Whoop-whoop!*

I cover my head from the cinders
and run as fast as I can for home. Hope
she didn't hear the extra whistle, 'cause
I'm not supposed to be back there by
the track. I sneak behind the green-
house and through the alley between
the neighbor's garage and the shanty.
Made it, back to the sandbox and she
didn't miss me. —William Hoehn

The fix was in

IN THE SMALL TOWN of Goshen, Ind.,
where I grew up, one was always
aware of the New York Central. Go-
shen was astride the New York-Chi-
cago main line, so the railroad was
not only a key to the city's economy
but also part of its very consciousness.
For my own generation of high school
boys in the 1950's, the plum summer
job was to be one of a handful of
youngsters added to the local NYC sec-
tion gang. My own prospects for the
summer of 1954 did not include such
dreams, though. At 5 feet tall and tip-
ping the scales at about 100 pounds,
soaking wet, I was hardly a candidate
for a job on the railroad. Furthermore,
I was still some months short of the
magic age of 16, the minimum age for
the gang. So, I was resigned to yet
another summer cooped up in the fam-
ily machine shop, under the tolerant
but watchful eye of my father.

That eye was definitely twinkling
one day, a few weeks before summer
vacation, when I arrived at Dad's shop
for work. He told me to keep my school
clothes on and go see the section fore-
man and ask for a job. Believing my
poor father had lost his mind, but an
obedient son to the end, I made my
way toward the nearby tracks and the
section shed. Along the way, I met a
group of my buddies who were also af-
ter section-crew jobs. As we approached
the shed, a motorcar came down the
track carrying the crew home. The
boldest member of our group asked
for, and was directed to, the gang fore-
man, who fixed us with a cold stare.
As the smallest and youngest, I was, of
course, well to the rear. The foreman,

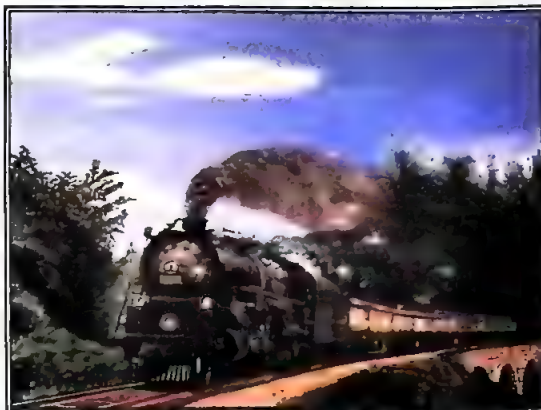
obviously a man of few words, said he wasn't in the market for any would-be gandy dancers that day, and we all turned and made our retreat. As we left, the foreman softly called me back and asked if I was perhaps Johnny Allsen's boy. I owned up to this, then he told me I should report the morning after school was out and be ready for work with gloves and dinner bucket. I arrived back at the machine shop a while later still in shock, and informed Dad of my news. No explanation was forthcoming, and as I watched my father out of the corner of my eye, he whistled happily at his work.

When I reported for work on my first day, the foreman took me to the timekeeper's office to be officially hired by the NYC and entered on the books as a track laborer. When I was asked if I was at least 16, to my surprise the section foreman himself spoke up and attested to that fact. I then moved on to what would be the first of three summers working between the rails.

The fact that I even survived those first few weeks was due only to the tolerance and benign neglect shown by not only the foreman but also by the other members of the gang. I was, however, a willing worker in spite of my size, and, having worked around grown men since I was 12, I knew when to keep my mouth shut and not ask too many dumb questions.

For the first few days I was assigned to "tend the larry," the cart bearing spikes, ties, and other items. I pushed this along as the gang advanced and also made sure the water keg was kept filled from nearby farms and houses. After a short time, some other fellows near my own age joined the gang, and I was no longer the only youngster. By the time we returned to school, I had learned to pull my own weight and could remove, replace, and tamp a cross-tie, and heave on a lining bar with the rest of the crew.

Next summer, I again worked on the local section gang. Owing to a tremendous growth spurt, I now was a full foot taller and starting to fill out the resulting frame. I remember carrying two full dinner buckets that summer, plus a large Thermos of milk just to get me through a day of work. In



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The Way It Was

this summer, I was able to take a bit more interest in what was going on around me and was accepted by the old-timers as a part of the team. However, that acceptance did not extend to trusting me alone with their lunches!

After graduation in 1956, I spent my final summer on the NYC as part of the "extry gang" working across the Toledo/Elkhart Division, a far cry from the local section's work. We replaced and repaired track, switches, signals, and trestles along a 100-mile stretch of the four-track main line. As part of the tamping crew, I followed a large ballast machine while bucking an air-powered tamping gun that weighed almost as much as I had two summers before. The work was hard but exhilarating and, for one who loved the trains as I did, romantic and exciting.

As the summer of '56 wore down, a steel strike forced layoffs of many track workers and I was caught with too little seniority to survive. I could have gone back to the local section but that would involve "bumping" someone else, which did not really appeal to me. So, I moved on to other things and never worked between the rails again.

My three summers as a gandy dancer left many memories: Watching the last of the great steam locomotives as they finally succumbed to diesels; seeing a Hudson pick up water on the fly from the "pan" at full speed; and the sheer excitement of feeling the earth shake as the giants thundered by on the main line. Even the lowliest track laborer like me felt a thrill of corporate pride when the *20th Century Limited* roared by!

Years later, I asked my father how he knew I would get hired on that fateful day back in 1954. The answer didn't surprise me, knowing Dad as I did. A significant debt had arisen in a poker game, with the section foreman on the short end. Dad wrote it off in return for me getting my chance. I don't know what he saw in me that year that gave him to understand that it was time I left the comfortable job in his shop and move on to something else, but I'm glad he did. Even today, just a whiff of creosote on a summer day evokes memories of three great summers between the rails.

—Ken Allsen

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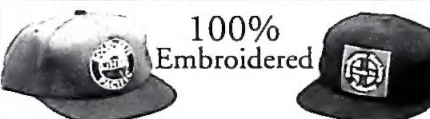

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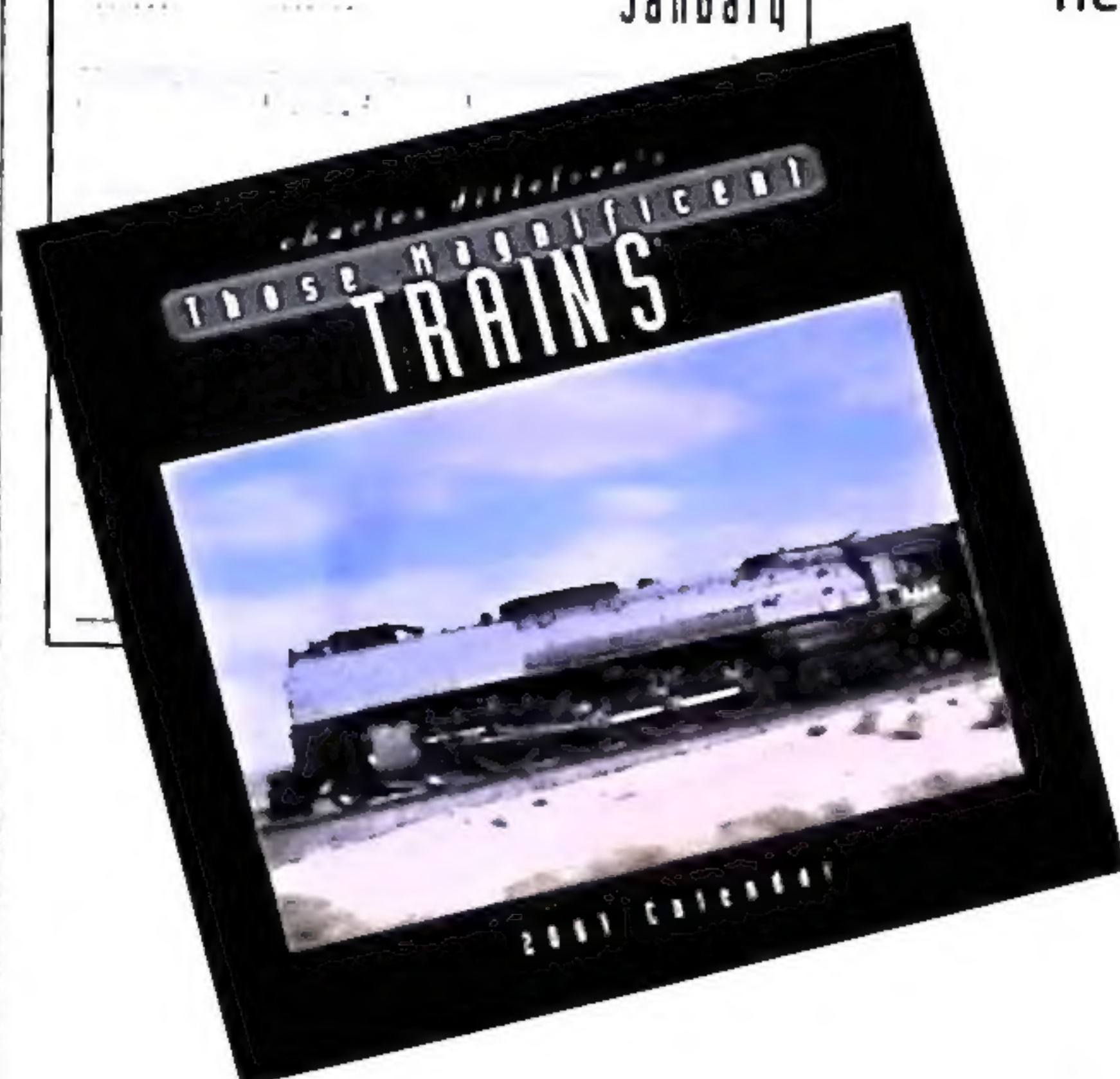
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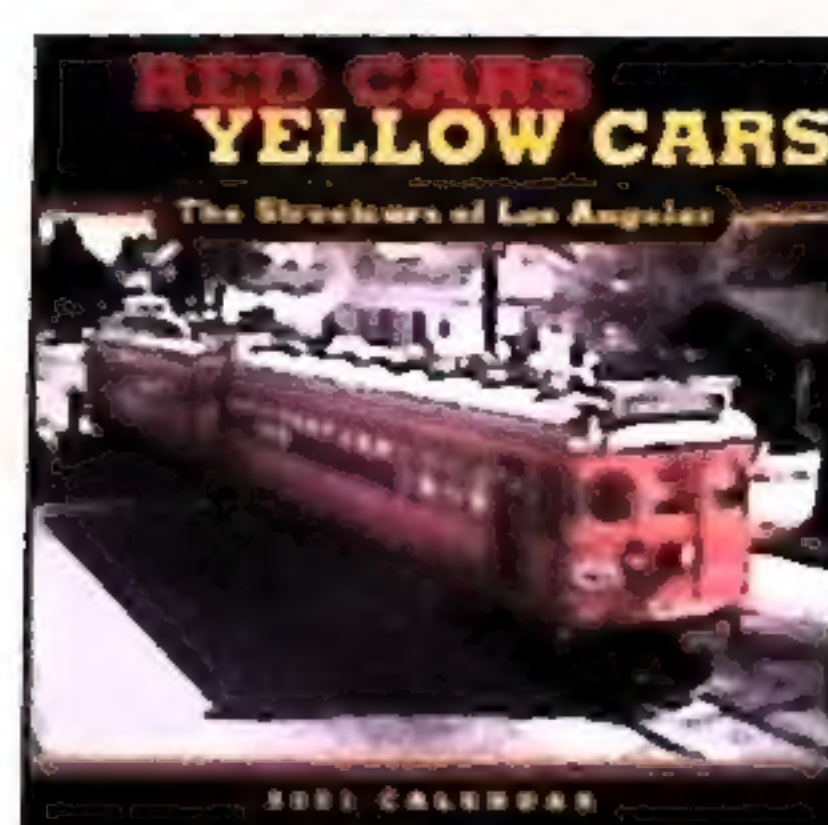


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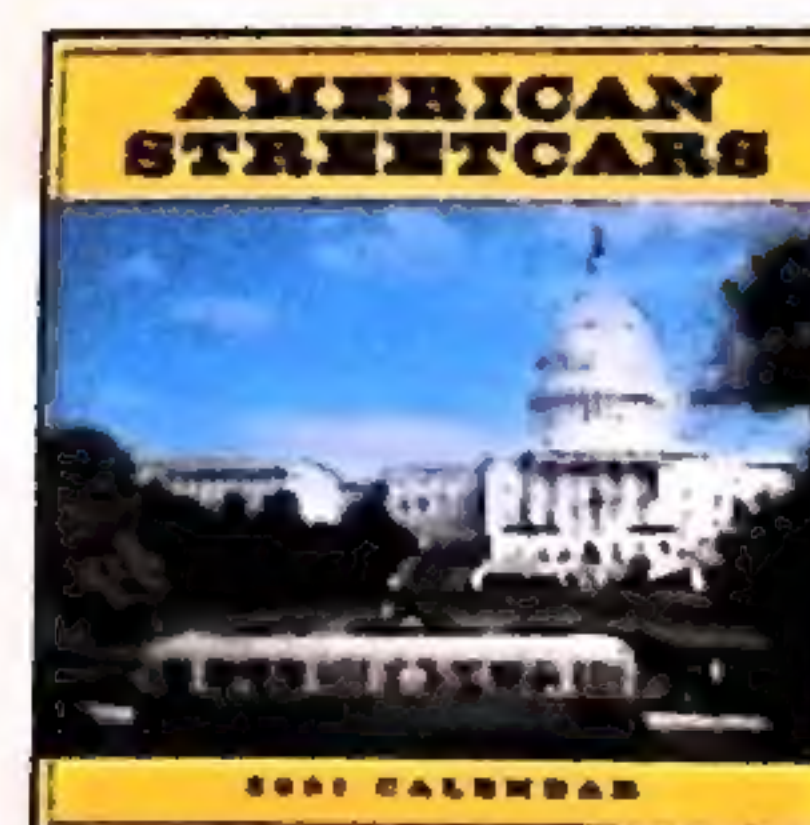
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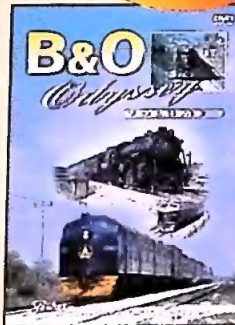
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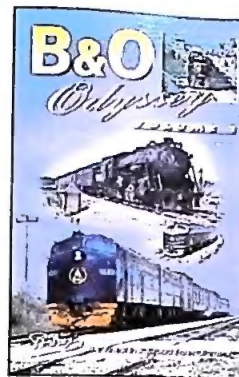
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